

order of such court; and shall desire to operate that portion of said road acquired in this state, he shall file with the clerk of the county or one of the counties in which that portion of said railroad is situated in this state a copy of such order of appointment and a copy of his bond together with a copy of the papers upon which his appointment was made, all duly authenticated, he may thereupon, upon the approval of a chancellor on due notice by advertisement previously published, become the receiver of that portion of railroad in this state with the same rights and privileges belonging to the company of which he has been appointed such receiver and shall be subject to the jurisdiction of the court of chancery of this state, the same as though originally appointed thereby upon proper proceedings.

SEC. 4185. No railroad company in the transportation of animals shall permit them to be confined in cars more than twenty-eight consecutive hours, including the time they have been confined on connecting roads, without unloading them for rest, water and feeding, for at least five consecutive hours, unless prevented from so unloading by storm or other accidental causes. Animals so unloaded shall be properly fed, watered and sheltered during each rest by the owner or person having the custody thereof, or, in case of his default, by the railroad company transporting the same at his expense; and said company shall in such case have a lien upon such animals for food, care and custody furnished and shall not be liable for the detention authorized by this section. A company, owner or custodian of such animals who does not comply with the provisions of this section shall forfeit not less than fifty nor more than two hundred dollars. But the foregoing provisions shall not apply to animals carried in cars in which they can and do have proper food, water, space and opportunity for rest.

STATE OF VERMONT.

GENERAL LAWS RELATING TO RAILROADS.

PASSED BY THE GENERAL ASSEMBLY AT THE SESSIONS OF
1882, 1884, 1886, 1888 AND 1890.

ACTS OF 1882.

EXTRACT FROM

NO. 1.—AN ACT TO PROVIDE A REVENUE FOR THE PAYMENT OF STATE EXPENSES.

SECTION

11. Railroads wholly within the State to be taxed on gross earnings; when partly within the State, a proportionate amount of gross earnings.
12. Rate per cent to be assessed on

SECTION

- earnings of railroads.
13. Time when tax is payable.
14. Lessee of railroad to pay taxes; effect of such payment upon payments due lessor.

It is hereby enacted by the General Assembly of the State of Vermont:

RAILROADS.

SEC. 11. Every corporation, person or persons owning or operating a railroad in this State, whether as owner, lessee, receiver, trustee or otherwise, shall pay a tax to the State on the entire gross earnings of such railroad, if such railroad is situated wholly within the State. If such railroad is situated partly within and partly without the State the tax shall be upon such proportion of the entire gross earnings of such railroad as the mileage of trains run in this state bears to the mileage of all the trains run on the entire main line of the road.

SEC. 12. The tax upon such earnings shall be rated according to the earnings per mile of road in this State, and is hereby assessed, at the rate of two per cent on the first two thousand dollars a mile or total

earnings if less than that sum; at the rate of three per cent on the first thousand or part thereof above two thousand dollars a mile; at the rate of four per cent on the first thousand or part thereof, above three thousand dollars a mile; and when the earnings exceed four thousand dollars a mile, at the rate of 5 per cent on all earnings above that sum.

SEC. 13. Such tax shall be payable one-half semi-annually in the months of February and August and shall be based upon the gross earnings during the six months terminating with the last day of December or June next preceding.

SEC. 14. When a railroad is operated in this State by a corporation, person or persons by virtue of a lease or other contract, the aforesaid tax shall be paid by the lessee of such railroad or holder of such contract as the case may be; and the said tax shall be charged against and deducted from any payments due or to become due the lessor of such railroad, or person, persons or corporation granting such contract, as the case may be, on account of such lease or contract; unless in the provisions of such lease or contract it is stipulated otherwise.

SEC. 44. This act * * shall take effect from its passage.

Approved November 28, 1882.

NO. 35.—AN ACT IN ADDITION TO CHAPTER ONE HUNDRED AND FIFTY-EIGHT OF THE REVISED LAWS, RELATING TO THE ORGANIZATION OF RAILROAD COMPANIES AFTER FORECLOSURE.

SECTION

1. Construction of section three thousand four hundred and sixty-two of the Revised Laws as to the issue of preferred or common stock.
2. Liens existing upon two railroads either railroad may provide for extinguishing such liens.

SECTION

3. Property of a railroad organizing under the provisions of this act, subject to taxation; road availing itself of this act shall be deemed to have waived any claim for exemption from taxation before existing.
4. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section three thousand four hundred and sixty-two of chapter one hundred and fifty-eight of the Revised Laws shall be deemed to authorize the issue of preferred as well as common stock in shares of one hundred dollars each, on such terms and conditions as the majority organizing said company may prescribe in their articles of association.

SEC. 2. When two railroads are encumbered by a lien or liens upon the two roads, the company owning either road may issue bonds on the time and rate of interest provided by section three thousand three hun-

dred and fifty of the Revised Laws, for the purpose of extinguishing such lien or liens, and compromising disputes, and the same may be secured by mortgage or mortgages of both roads by vote of the stockholders of the companies owning said roads.

SEC. 3. The road-bed, equipment, property, stock and effects of every kind of any company organized under this act, or under the provisions of chapter one hundred and fifty-eight of the Revised Laws, shall be subject to taxation under the laws of this State, and any company taking the benefit of this act or of chapter one hundred and fifty-eight of the Revised Laws shall be deemed thereby to have waived any claim for exemption from taxation by reason of any provision in the charter of the original company, or otherwise.

SEC. 4. This act shall take effect from its passage.

Approved November 28, 1882.

No. 36.—AN ACT TO PREVENT UNJUST DISCRIMINATIONS BY RAILROAD COMPANIES.

SECTION

1. Railroad corporations to give equal and reasonable terms, etc., for transporting persons and property and for use of railroad property; also equal facilities of interchange at railroad connections.
2. Two or more railroads connecting shall charge a uniform price for

SECTION

- freight; proviso.
3. Penalty for violation of the two preceding sections.
4. This act not to affect the issuing of excursion and mileage tickets as now issued.
5. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every person or corporation operating a railroad shall give to all persons reasonable and equal terms, benefits, facilities and accommodations for the transportation of themselves, their agents and servants, and of any merchandise and other property, upon such railroad; and for the use of the depots, buildings and grounds thereof; and, at any point where such railroad connects with another railroad, reasonable and equal facilities of interchange.

SEC. 2. Two or more corporations whose roads connect shall not charge or receive for the transportation of freight to any station on the road of either of them a greater sum than is at the time charged or received for the transportation of the like class and quantity of freight from the same original point of departure to a station at a greater distance on the road of either of them in the same direction.

In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges, provided

that this section shall not be construed as affecting the right of any railroad company to establish such rates on freights shipped over their line in car-load lots from points outside the State to points beyond the State as may seem for their best interests.

SEC. 3. A person or corporation which violates any provision of the two preceding sections shall be liable to the party aggrieved for all damages sustained by reason of such violation, to be recovered in any proper action.

SEC. 4. This act shall not be construed as to prevent the issuing of excursion, mileage and commutation tickets as the same are now customarily issued.

SEC. 5. This act shall take effect from its passage.

Approved November 29, 1882.

NO. 37.—AN ACT IN AMENDMENT OF AND IN ADDITION TO TITLE TWENTY-FIVE OF THE REVISED LAWS RELATING TO TOLLS ESTABLISHED BY RAILROAD CORPORATIONS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section three thousand four hundred and twenty-six of the Revised Laws is hereby amended so as to read as follows:

A railroad corporation may establish for their sole benefit a toll upon all passengers and property carried on their railroad at such rates as are determined by the directors of the corporation, and may regulate such conveyance and transportation, the weight of loads, and other things in relation to the use of the road as the directors determine. But the supreme court, at a session thereof holden in any county in the State, or at any general term thereof on application in writing of three or more freeholders of the State, and due notice thereof to any person or persons operating the railroad or railroads complained of, may from time to time, upon hearing before said court or upon report of three commissioners appointed by said court for that purpose, alter or reduce the toll of any railroad operated in this State. The method of procedure in such cases shall be the same as in case of petition to the supreme court, and, if the application be granted, the court shall make an order fixing the rates of toll and render judgment for the applicants to recover their costs, and in addition thereto such damages as the court shall deem just. Any person or persons refusing to perform the order of the court in the premises shall be deemed in contempt, and the supreme court shall have full chancery powers for the enforcement of any order, judgment or decree under this act.

Approved November 28, 1882.

No. 38.—AN ACT IN ADDITION TO AND IN AMENDMENT OF SECTION THREE THOUSAND THREE HUNDRED AND NINETY-NINE OF THE REVISED LAWS, RELATING TO RAILROAD CONNECTIONS.

SECTION

1. Commissioners to fix upon terms and conditions of connection of connecting railroads, shall have power to fix the time for connection of passenger trains.
2. Commissioners named in section

SECTION

- one, to determine such connection shall be appointed upon petition of twenty legal voters living on line of road, or upon application of the management of a road.
3. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. The commissioners named in section three thousand three hundred and ninety-nine of the Revised Laws, in addition to the powers delegated to them by said section, shall have power to determine the time or times when the passenger trains of connecting railroads shall connect with each other, having in view the convenience of the traveling public, and may make all necessary rules and regulations respecting the manner of such connections, and report and award thereon as upon other subjects named in said section.

SEC. 2. For the purposes named in section one of this act said commissioners may be appointed upon the petition of twenty legal voters living in any town on the line of any of said railroads as well as upon the petition of the managers of any of said railroads.

SEC. 3. This act shall take effect from its passage.

Approved November 16, 1882.

No. 39.—AN ACT TO AMEND SECTION THREE THOUSAND THREE HUNDRED AND NINETY-ONE AND THREE THOUSAND THREE HUNDRED AND NINETY-TWO OF THE REVISED LAWS, RELATING TO THE OBSTRUCTION OF RAILROAD CROSSINGS.

SECTION

1. Penalty for obstructing railroad crossings by railroad companies through their employees.

SECTION

2. Penalty for obstructing a crossing by a freight train and refusing to remove such obstruction.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section three thousand three hundred and ninety-one, chapter one hundred and fifty-seven of the Revised Laws, is hereby amended so as to read as follows:

If a railroad corporation, or its servants or agents, wilfully or negligently obstruct a public highway or farm crossing by their engines, tenders or cars, such corporation, servants or agents shall be fined not less than five dollars nor more than twenty dollars.

SEC. 2. Section three thousand three hundred and ninety-two, chapter one hundred and fifty-seven of the Revised Laws, is hereby amended so as to read as follows :

A conductor or engineer of a freight train, who allows said train to come to a stop, and by so doing obstructs a public highway, or a farm crossing when required for farm use, and refuses or neglects immediately upon the stoppage of such train to open a sufficient passage for carriages and loaded teams, by disconnection of cars, removal of train or otherwise, unless prevented by breakage of engine or other accident, shall forfeit not less than ten dollars nor more than fifty dollars, to be recovered, with costs, in an action founded on this statute, brought by any person before a justice; and the fine so collected shall be paid into the treasury of the town in which the offense is committed, for the support of the poor.

SEC. 3. This act shall take effect from its passage.

Approved November 28, 1882.

NO. 40.—AN ACT PROVIDING FOR THE DESTRUCTION OF NOXIOUS WEEDS ON RAILROAD LANDS.

SECTION

1. Time when weeds and thistles to be cut.

SECTION

2. Duties of selectmen in case of failure; penalty in case of such failure.
3. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every person or corporation operating a railroad in this State shall cause all thistles and noxious weeds growing within the surveyed boundaries of such railroad to be cut and destroyed between the first day of July and the fifteenth day of July in each year.

SEC. 2. In case of failure so to do in any town through which such road passes, the selectmen of such town shall give notice thereof by mail to the principal office of such person or corporation, and in case such failure continues for ten days after such notice, the selectmen of such town shall forthwith cause such thistles and weeds to be cut at the expense of the town, and such town shall thereupon be entitled to recover from such person or corporation the sum of one hundred dollars in an action on the case founded upon this statute, to be recovered before any justice of the peace having jurisdiction of the parties.

Approved November 29, 1882.

ACTS OF 1884.

No. 24.—AN ACT RELATING TO CATTLE-GUARDS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. No provisions of law relieving persons owning property adjoining a highway from maintaining fences along the line of such highway, shall be held to relieve persons owning or operating a railroad from maintaining cattle-guards at points where such railroad crosses a highway at grade.

SEC. 2. This act shall take effect from its passage.

Approved Nov. 26, 1884.

No. 49.—AN ACT TO AMEND SECTION THIRTY-FOUR HUNDRED AND TWENTY-TWO [3432] OF THE REVISED LAWS, RELATING TO THE MAINTENANCE OF STATIONS BY RAILROADS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section thirty-four hundred and twenty-two of the Revised Laws is hereby amended so as to read as follows: Railroad corporations shall establish and maintain depots or station houses with suitable accommodations at such points on their roads as the supreme court shall, on petition for that purpose, adjudge the public good requires. Such petition shall be signed by ten freeholders, resident in the town where the depot is proposed to be located, and the petitioners shall give satisfactory security to the petitionee for costs of prosecution as in writs of summons, and such petition may be presented to the supreme court when in session, or to a judge thereof, at any time, and the court or judge may make proper orders of notice of such petition to the parties petitioned against or to be affected by the proceedings for the time and place of hearing the cause, and the judge or court may make the petition returnable to any term of the supreme court wherever sitting and the court may transfer the cause from county to county for the purpose of securing a more speedy hearing and determination thereof.

SEC. 2. This act shall take effect from its passage.

Approved Nov. 19, 1884.

ACTS OF 1886.

No. 20.—AN ACT IN ADDITION TO CHAPTER ONE HUNDRED AND FORTY OF THE REVISED LAWS, IN RELATION TO THE LAYING OF HIGHWAYS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section three thousand three hundred and eighty-one of Revised Laws is hereby amended so as to read as follows:

“If, after laying out and making a railroad, a turnpike road or other way is so laid out as to cross said railroad, the turnpike road or other way may be so made as to pass under or over or across the railroad, and shall be so made as not to obstruct or injure it, but in case the turnpike road or other way is laid to cross the railroad at grade, the railroad commissioners, on application of the parties owning or operating the railroad, shall, upon notice and hearing, determine whether said crossing ought to be at grade, and if the commissioners determine that the crossing ought not to be at grade, it shall be constructed over or under the railroad and not at grade.”

SEC. 2. “The application to the railroad commissioners provided in section one, may be made at any time before the expiration of the time fixed in the order laying the turnpike or way for beginning work thereon.”

SEC. 3. This act shall take effect from its passage.

Approved November 24, 1886.

No. 21.—AN ACT IN RELATION TO THE SALE OF RAILROADS UNDER A DECREE OR JUDGMENT.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Whenever any railroad in this State shall, by the decree or judgment of court, be ordered to be sold, any railroad company in this State, whose railroad connects with the railroad to be sold, is authorized to purchase the railroad so ordered to be sold, and upon acquiring the title to said railroad to consolidate said road with its own railroad, and make it a part thereof.

SEC. 2. Any railroad company which shall acquire title to any connecting railroad by purchase, as provided in the preceding section, shall become invested with all the corporate rights and franchises belonging to the company whose railroad has been so sold; and shall hold and oper-

ate the same, subject to all the duties imposed by the charter of the company constructing said railroad, and to all duties and obligations of such company by the laws of this State.

SEC. 3. This act shall take effect from its passage.

Approved November 23, 1886.

No. 22.—AN ACT REGULATING THE EJECTION OF PASSENGERS FROM RAILROAD TRAINS.

SECTION

1. Powers respecting ejection of passengers.
2. Persons responsible for violation of section one.
3. Regular stations, construed.

SECTION

4. Section three thousand four hundred and thirty-four Revised Laws repealed.
5. When to take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. If a passenger in any train running on any railroad in this State refuses to pay his fare or toll, or is disorderly, or drunk, or refuses to comply with the reasonable regulations of the corporation for the government of passengers, the conductor of the train and the servants of the corporation may put him out of the cars at the nearest regular station on such railway, causing the train to be stopped for that purpose, and conductors, agents, servants, or other officials of any railroad corporation in this State shall in nowise forcibly eject, or cause to be ejected, or put out of any train, any passenger for non-payment of fare, or for being drunk, or disorderly, except it be at a regular station on such railway.

SEC. 2. All railroad corporations running trains on any railroad in this State, conductors, servants, agents, or other officers of any such railroad shall be held responsible for all injury and damage to persons or property arising by reason of non-compliance with, or a violation of the requirements of section one, of this act, to be recovered in an action on the case.

SEC. 3. Regular stations shall be construed to mean such a one as the law now requires, in section three thousand four hundred and twenty-two, chapter one hundred and fifty-seven, Revised Laws, as amended in section one, of number forty-nine, acts of 1884, Laws of Vermont.

SEC. 4. Section three thousand four hundred and thirty-four, in chapter one hundred and fifty-seven, Revised Laws of Vermont, is hereby repealed.

SEC. 5. This act shall take effect from its passage.

Approved November 24, 1886.

NO. 23.—AN ACT TO CREATE A BOARD OF RAILROAD COMMISSIONERS
AND TO DEFINE AND REGULATE ITS POWERS AND DUTIES.

SECTION

1. Commissioners, how appointed; their term of office; vacancies in the board, how filled; commissioners to appoint clerk; his term of office and duties; commissioners and clerk to be sworn; persons ineligible to office of commissioner; restrictions upon commissioners and clerk.
2. Quorum; what number to constitute; meetings of the board.
3. Powers of commissioners and clerk; fees of witnesses before the board; how paid; employment of expert by commissioners; additional powers of commissioners; their right to free transportation.
4. Rights of commissioners as to information concerning railroads; refusing access to books, or information, may be summoned before supreme or county court; penalty for violation.
5. Additional powers and duties of commissioners; to what railroads and persons this act applicable.
6. Duties of the board and of railroads respecting accidents.
7. Further duties of railroad commissioners.
8. Their duties in case of failure of proper connections between rail-

SECTION

- roads or of furnishing reasonable accommodations for transportation.
9. Certain acts of commissioners not to impair the rights of any railroad.
10. Recommendations of commissioners respecting the conduct and management of railroads; supreme court empowered to compel compliance with recommendations.
11. Report of commissioners to legislature, what to contain.
12. Duties of commissioners, respecting any acts of Congress concerning interstate commerce.
13. May recommend uniform system of keeping accounts, and making and publishing returns.
14. Report of commissioners to be printed; how distributed.
15. Compensation of commissioners and clerk.
16. Penalty for certain acts or neglects of the commissioners or clerk.
17. Chapter one hundred and fifty-nine Revised Laws, and number forty-eight laws of 1884, and all inconsistent acts repealed.
18. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. There shall be in and for the State of Vermont, a board of railroad commissioners, to consist of three competent persons, and they shall be selected as follows: During the present session of the legislature, the governor, with the advice and consent of the senate, shall appoint three persons as such commissioners. The persons so appointed shall hold such office for the term of two years from and after the first day of December, A. D. 1886. During each biennial session of the legislature hereafter three commissioners shall be appointed in the same manner, who shall hold their offices for the term of two years from the year in which such appointment is made. In case of a vacancy occurring between the biennial sessions of the legislature the same shall be filled by the appointment of the governor. Such commissioners may appoint a clerk to serve during their pleasure whose duty it shall be to keep a full and faithful record of the proceedings of said board; to file and preserve at the office of said board all documents and papers entrusted to his care; to prepare for service such papers and notices as may be required of him by the commissioners and to perform such other duties as the board may prescribe; and he shall have power, under the direction of the board, to issue subpoenas for witnesses and to administer oaths in all cases pertaining to the duties of his office. Such

commissioners and clerk shall be sworn to the faithful discharge of the duties of their office before entering upon the same.

No person in the employ of or holding any official relation to any railroad corporation or management, or owning stock, bonds, or other securities in any railroad corporation, or who is in any manner connected with the operation of any railroad within this State, shall be a commissioner under this act, nor shall any person holding either the office of commissioner or clerk personally, or in connection with a partner or agent, render any professional service for, or make or perform any business contract with any person or corporation operating a railroad within this State relating to the business of said railroad except contracts made with them as common carriers, nor shall he directly or indirectly receive from any such corporation any commission, present or reward, except passes for personal transportation over said railroads.

SEC. 2. Any two of said commissioners shall constitute a quorum for the transaction of any of the business or duties of said board, and meetings of the board may be held at any time or place within the State upon call of any member of the board, and after a reasonable notice by mail or telegraph to both of the other members.

SEC. 3. Said board shall have power so far only as is necessary for the performance of its duties under the law of this State to examine the books, accounts, and papers of any corporation, or person operating any railroad within this State; to cause witnesses to be subpoenaed, administer oaths to them, and if any person shall disobey said subpoena, or refuse to answer any proper and legal question, or refuse to show to said commissioners the books, accounts, or papers of any corporation, or person, operating a railroad within this State, when legally required so to do, said commissioners may apply to any judge of the supreme court, who shall have authority to summon said person before him, and enforce his attendance and examination, and exhibition of said books, accounts, and papers, if said judge shall find the same to be proper and necessary to the performance of the duty of the office of said commissioners. The fees of witnesses before such board shall be the same as for witnesses before the county court, and the expense of obtaining the attendance of witnesses shall be paid by the treasurer of the State upon allowance by the auditor of accounts. Said commissioners may employ an engineer, accountant, or other expert in case they shall deem such service important in the conducting of any investigation required to be made by them by law. Said commissioners shall have the right in their official capacity to enter during business hours the office, depots, and cars, and upon the railroad, of any railroad company within the State so far as may be necessary in the discharge of the duties of their office, and said commissioners and their clerk shall be entitled to free transportation upon all railroads in this State while in the performance of the duties of their office.

SEC. 4. Every corporation or person operating a railroad within this State shall at all times on request furnish the railroad commissioners any and all information requested by them concerning the condition, operation, and management of such railroad, and the rates of fare and charges for transportation made. But said commissioners shall not give publicity to such information as may be obtained by them under the provisions of this act, except so far as is necessary in the reports to the legislature, or in judicial proceedings, unless specially required so to do by law. Every corporation or person operating railroads in this State, refusing to said commissioners access to the books, accounts, or papers of any railroad, so far as provided in section three of this act, or failing or refusing to furnish any return, reports, or information lawfully required by them, or who shall willfully hinder, delay, or obstruct the said commissioners in the discharge of any of the duties imposed upon them by this act, may be summoned before any supreme or county court sitting in any county in the State upon six days' notice, and said court shall make such orders, after hearing the parties, as may be necessary to carry into effect the provisions of this act. And if any person, in making returns to said commissioners, or furnishing any information, or making statements to them on oath when required by law, or in giving testimony before said board as a witness, shall be guilty of willful falsehood, he shall be deemed guilty of perjury and be punished accordingly.

SEC. 5. Said commissioners shall have the general supervision of all railroads and railways within this State, so far as necessary to enable them to perform the duties and exercise the powers imposed and conferred upon them by this act, and shall examine the same and keep themselves informed as to their condition, and the manner in which they are operated, with reference to the security, and accommodation of the public, and the compliance of the corporations or persons operating the same with the provisions of their charter, and the laws of this State. And the provisions of this act shall apply to all railroads and railways within this State operated by steam power, and to the corporations, receivers, trustees, directors, lessees, or others owning or operating the same.

SEC. 6. It shall be the duty of said board of railroad commissioners to investigate the causes of any accident on a railroad resulting in loss of life, and also of any accident not so resulting which in their judgment shall require investigation, and to make public their conclusions thereon. It is hereby made the duty of the general superintendent or manager of each railroad in the State to inform said board of every accident resulting in loss of life, or serious injury to person or persons, immediately after its occurrence. Before proceeding with the investi-

gation of the causes of any accident the board shall give to the corporation or person operating such railroad reasonable notice of the time and place of hearing.

SEC. 7. Whenever in the judgment of the railroad commissioners it shall appear that any corporation or person owning or operating any railroad within this State has violated any constitutional provision or law, or neglects in any respect or particular to comply with the terms of the charter of said corporation, or with the provisions of any of the statute laws of the State, or fails in any respect to properly provide for the security of the public, or unjustly discriminates in its charges for transporting passengers or freight, or usurps any authority not granted by its charter, or willfully refuses to comply with any reasonable recommendation of said board of commissioners, or enters into any combination or conspiracy with any other person, persons, or corporation whereby the rates of charge for transportation of freight or passengers, or the cost of commodities is unduly increased, said commissioners shall give notice thereof in writing to such corporation or person, and if the act complained of is continued after such notice the board shall report the same to the then next session of the General Assembly, and if in their judgment such action is required, may at any time make application to the supreme or county court for any remedy warranted by law.

SEC. 8. In case there should be failure of proper connection between railroads in this State, or in case proper and reasonable accommodation shall not be furnished for the transportation of passengers or freight, the commissioners shall inquire into the cause or causes of the same, after reasonable notice to the corporation, or persons interested, and shall make such recommendations in respect thereto as shall seem to them just, and in every case of investigation or hearing under the provisions of this section the commissioners shall forthwith make public the conclusions reached by them, together with a brief statement of their reasons for the same and the recommendation, if any, made by them in respect thereto.

SEC. 9. No request or advice of the railroad commissioners nor any investigation, report, or recommendation made by them shall have the effect to impair in any manner or degree the legal duties, obligations, or rights of any railroad corporation, or persons operating any railroad, or their legal liability for the consequences of their act, or of the neglect or mismanagement of any of their agents or servants, and the same shall not be received in evidence in any judicial tribunal against said railroad corporation or person.

SEC. 10. Whenever in the judgment of said railroad commissioners, after investigation and hearing upon reasonable notice to all persons interested, it shall appear that repairs are necessary upon any railroad

within this State, or that any addition to the rolling stock, or any addition to or change in the stations or station houses, should be afforded, or whenever in the judgment of said board, after such examination and hearing, it shall appear that any change in the rates of fare for transporting freight or passengers, or that any change in the manner of operating the road and conducting its business is reasonable and expedient, in order to promote the security, convenience, and accommodations of the public, or to prevent violations of law, or unjust discriminations, usurpations, or extortions, the said board, after giving notice of its recommendations as aforesaid, may fix a time within which the same shall be made, which time the board may extend. It shall be the duty of the corporation, person, or persons owning or operating said railroad, to comply with such recommendations of said board as are just and reasonable.

The supreme court sitting as a court of equity shall have power in all cases of recommendations by said board to compel compliance therewith, if in the judgment of the said supreme court, upon hearing and legal proof, such recommendations are just and reasonable.

SEC. 11. The board of railroad commissioners shall make a biennial report to the legislature containing a record of all their proceedings under this act, and shall include therein such statements, facts, and explanations as will disclose the actual working of the system of railroad transportation in its bearing upon the business and property of the State, and such suggestions in respect thereto or in respect to the condition, affairs, or conduct of any of said railroads, or in respect to the general railroad policy of the State, or in amendment of its laws, or any new legislation as may seem to them appropriate; and also statements showing the receipts and expenditures of each and every railroad in this State for the two preceding years, and from what source such receipts were derived, and for what such expenditures were made; also the condition of such road and its equipment, and such other matters as the commissioners may deem appropriate and important for the information of the legislature.

SEC. 12. If at any time hereafter the Congress of the United States shall pass any acts upon the subject of interstate commerce, or appoint commissioners to make regulations upon that subject, the railroad commissioners appointed under this act shall, as far as consistent with the laws of this State, conform to the laws of the general government, and the recommendations of the national board upon the subject of transportation of passengers and freight, and the subject of said acts and recommendations.

SEC. 13. The board of commissioners may recommend a uniform system of keeping railroad accounts and making and publishing returns of

the condition of railroads so as to conform as far as practicable to a uniform system in common with the other New England States, New York and Canada. Railroad companies shall adopt the system of accounts and the manner of making returns recommended by the commissioners and conform to the same as far as is consonant with the method of business and connections of said railroads, and the returns shall be made under oath. The system now in use may be followed by the corporations and persons operating railroads until they shall make changes in the direction of uniformity as aforesaid.

SEC. 14. Said railroad commissioners shall cause not exceeding six hundred copies of their biennial report to be printed at the expense of the State, which shall be audited by the auditor of accounts. One copy of said report shall be furnished to each member of the legislature, and the remainder thereof shall be distributed under the direction of the commissioners.

SEC. 15. Said railroad commissioners shall be entitled to receive in full payment for their services, the sum of eight dollars per day each, together with their actual expenses while engaged away from home in the performance of their duties. The clerk of said board shall be entitled to receive in full payment of his services the sum of five dollars per day, together with his actual expenses while engaged away from home in the performance of his duties. Said commissioners and clerk shall be supplied with necessary stationery and postage. The compensation and expenses of the board and its clerk shall be audited and allowed by the auditor of accounts, provided, however, that the whole expense of said commissioners and their clerk, and including also the service of experts, witness fees, printing, and stationery shall not exceed five thousand dollars per year. All claims arising under this act, and audited as hereinbefore provided, shall be paid by the treasurer of the State, upon the order of the auditor of accounts.

SEC. 16. If any commissioner or clerk of the said board shall directly or indirectly receive any compensation or pay for any service, or extra service, or for any neglect of service from any one but said treasurer he shall be deemed guilty of a misdemeanor, and on conviction thereof he shall be subject to a fine not exceeding one thousand dollars, or to imprisonment in the State prison not exceeding six months, in the discretion of the court; provided, however, that the clerk may receive the usual fees for copies of any records or papers in his office from any person calling for the same.

SEC. 17. Chapter one hundred and fifty-nine Revised Laws and number forty-eight of the laws of 1884, and all acts and parts of acts inconsistent with this act are hereby repealed.

SEC. 18. This act shall take effect from its passage.

Approved November 22, 1886.

ACTS OF 1888.

No. 17.—AN ACT TO PREVENT UNJUST DISCRIMINATIONS BY RAILROAD COMPANIES.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every company or corporation operating a railroad in this State, shall give to every station upon its line when so requested in writing by twenty-five legal voters and freeholders of the town, city or village in which such station is situated, the same and equal accommodations and facilities as to market days and market day rates of fare to and from such station, on any regular train upon the day of the week requested, as is given by such company or corporation to any station upon its line.

SEC. 2. Any violation of this act shall be construed to be an unjust discrimination within the meaning of section seven of number twenty-three of the laws of 1886, and shall be punished by a fine not exceeding five hundred dollars and costs.

SEC. 3. This act shall take effect from its passage.

Approved November 27, 1888.

No. 18.—AN ACT IN ADDITION TO CHAPTER TWO HUNDRED AND TWO OF THE REVISED LAWS, IN RELATION TO SUNDAY TRAINS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. The board of railroad commissioners may authorize the running upon any railroad of such through trains on Sunday as, in the opinion of the board, the public necessity and convenience may require, having regard to the due observance of the day.

Approved November 27, 1888.

No. 19.—AN ACT TO AMEND SECTION FOURTEEN OF ACT TWENTY-THREE, LAWS OF 1886, RELATING TO THE REPORT OF THE RAILROAD COMMISSIONERS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section 14 of act No. 23 of the Session Laws of 1886 is hereby amended by striking out the word "six" in the second line, and inserting in the place thereof the word *ten*.

Approved November 27, 1888.

No. 20.—AN ACT TO AMEND NUMBER TWENTY-THREE OF THE LAWS OF 1886, ENTITLED AN ACT TO CREATE A BOARD OF RAILROAD COMMISSIONERS AND TO DEFINE AND REGULATE ITS POWERS AND DUTIES.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section six of act number twenty-three of the acts of 1886, is hereby amended by adding thereto the following words:

And shall also at the same time notify the state's attorney of the county in which said accident happened, and at said time and place of hearing, the said state's attorney shall attend and shall represent the State in said hearing, and produce before said board such legal evidence as he judges proper to show the cause of such accident, and shall be allowed five dollars per day and his necessary expenses for each day's attendance before said board.

SEC. 2. This act shall take effect from its passage.

Approved November 27, 1888.

No. 21.—AN ACT RELATING TO RAILROAD CROSSINGS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. When it shall be necessary for the construction of a railroad, to intersect or cross any public highway, the railroad company may construct said railroad across or upon the same, if the railroad commissioners shall judge it necessary, but said railroad company shall restore said highway thus intersected, to its former state, or in a sufficient manner not to impair its usefulness, as near as practicable; and in case any highway is so located that said railroad cannot be judiciously constructed across or upon the same without interfering therewith, said company may, with the consent of said commissioners, cause such highway to be changed or altered so that said railroad may be made on the best site for that purpose, but said company shall put such highway as near as practicable in as good situation and repair as it was previous to such alteration, under the direction of said commissioners. But such construction or alteration shall not be made without notice to all parties interested and a hearing before said commissioners.

SEC. 2.—The railroad commissioners may, when, in their opinion public safety requires an alteration of any highway crossed at grade by a railroad, after a hearing had upon such notice as they shall deem reasonable to the railroad company owning or operating said railroad and to the selectmen of the town or mayor of the city within which said highway is situated, and to the owner of land adjoining said cross-

ing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and in what time; provided that such alterations as are made at the primary instance of the railroad commissioners shall not be ordered at the rate of more than one a year in any one county on any one railroad. Railroad companies may take land for the purposes of this section, in the manner provided by law for the taking of lands by railroad companies.

SEC. 3. The railroad commissioners may apply to the supreme court sitting in any county, for the enforcement of said order; a notice of which application shall be given to the railroad company at least twelve days before hearing. And the supreme court shall have equity powers in the premises; provided the supreme court on the hearing of said application shall have power to revise or modify the order of the commissioners on the facts in the premises, and for that purpose may order the taking of testimony in such manner as they may think best for the purpose of reviewing said order.

SEC. 4. Sections 3389 and 3390 of the Revised Laws and all acts and parts of acts inconsistent with this act, are hereby repealed.

SEC. 5. This act shall take effect from its passage.

Approved November 27, 1888.

NO. 22.—AN ACT TO PREVENT ACCIDENTS AND LOSS OF LIFE ON RAILROADS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every railroad company operating a railroad or part of a railroad in this State, shall, before the first day of December, 1889, adjust, fill or block with a wooden block or wedge, the frogs, switches and guard-rails on its tracks, with the exception of guard-rails on bridges, so as to prevent the feet of its employes from being caught therein. The work shall be done to the satisfaction of the railroad commissioners evidenced by the certificate of their clerk.

Approved November 28, 1888.

NO. 23.—AN ACT RELATING TO HEATING PASSENGER CARS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. After December first, one thousand eight hundred and eighty-nine, no passenger, mail or baggage cars, other than a mixed train, on any steam railroad in this State, shall be heated by any

method or heater, unless such method, or the use of such furnace or heater, shall first have been approved in writing by the board of railroad commissioners; provided that nothing in this act shall authorize the commissioners to prohibit the heating of cars by steam from the engines.

Approved November 28, 1888.

NO. 24.—AN ACT ESTABLISHING A UNIFORM RATE FOR MILEAGE
TICKETS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. All corporations, companies or persons operating railroads within this State, and all foreign railroad corporations, companies and persons operating, managing or controlling any railroad which is wholly, or partly located within this State, shall procure, and at all times keep for sale at the principal stations on their roads, mileage tickets in the form of coupon books which shall contain not more than one thousand coupons; and the conductors on the train shall detach from such coupon book one coupon for each mile traveled by the passenger in satisfaction of fare; provided that no single passage shall be granted for less than five miles of said one thousand miles coupon ticket.

SEC. 2. Such coupon book shall be good to all the members of a firm or family, if designated and named in the coupon book at the time of the sale and delivery of the same. Said book shall be of a convenient size.

SEC. 3. The railroad commissioners may in their discretion exempt any railroad from the provisions of this act.

Approved November 28, 1888.

NO. 25.—AN ACT IN AMENDMENT OF SECTION SIX OF NUMBER TWENTY-
THREE OF THE LAWS OF 1886.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section six of an act entitled "An act to create a board of railroad commissioners, and to define and regulate its powers and duties," approved November 22, 1886, is hereby amended so as to read as follows:

SEC. 6. It shall be the duty of said board of railroad commissioners to inquire into the causes of any accident on any railroad, resulting in loss of life, and also of any accident not so resulting, which

shall, in their judgment, demand such inquiry; and if, in their judgment, the public good shall require an investigation and hearing, they shall give to the corporation or person operating such railroad, and to the state's attorney for the county within which said accident occurred, notice of the time and place of such investigation and hearing. Said state's attorney shall attend and conduct such hearing and investigation in behalf of the State and the public; and the commissioners shall make public their conclusions thereon. It is hereby made the duty of the general superintendent or manager of each railroad doing business in this State to inform said board of every accident resulting in loss of life and of serious injury to person or persons, immediately after its occurrence; and in case such accident results in loss of life or serious injury to the person of a passenger, such information shall be given by telegraph.

SEC. 2. This act shall take effect from its passage.

Approved November 26, 1888.

NO. 26.—AN ACT RELATING TO GRADE CROSSINGS AND FLAG-MEN.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. The railroad commissioners, when requested in writing by three or more freeholders of any city or village in the State, to order a gate or electric signal to be erected, or a flag-man to be stationed at any railroad crossing at grade within their respective cities or villages, shall visit such place, first giving the parties making such request, and the railroad company, notice thereof, and if the public safety require it, shall order the company operating said railroad to erect and maintain a gate or gates, or electric signal, or to keep a flag-man at said place, or to do any other act at said place needful for the protection of the public, and may specify when said gate or gates shall be opened and closed, or when a flag-man shall be on duty, and may change any such order when they deem it necessary, first visiting the place and giving the railroad company and the parties making such request an opportunity to be heard thereon.

SEC. 2. The railroad commissioners may apply to the supreme court sitting in any county, for the enforcement of said order; a notice of which application shall be given to the railroad company at least twelve days before hearing. And the supreme court shall have equity powers in the premises, provided the supreme court on the hearing of said application shall have power to revise or modify the order of the commissioners on the facts in the premises, and for that purpose may order the taking of testimony in such manner as they may think best for the purpose of reviewing said order.

SEC. 3. This act shall take effect immediately from its passage.

Approved November 26, 1888.

NO. 27.—AN ACT IN AMENDMENT OF SECTION 3386 OF THE REVISED LAWS RELATING TO SIGN BOARDS AT RAILROAD CROSSINGS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section 3386 of the Revised Laws is hereby amended so as to read as follows:

“Every railroad corporation shall keep and maintain at every public highway or street where the same is crossed by the railroad on the same level, warning boards of such a description as the railroad commissioners may approve.”

“The warning boards or crossing signs now in use on the several railroads in this State may be used while they remain legible and in good condition and until it is necessary for the same to be renewed.”

SEC. 2. This act shall take effect from its passage.

Approved November 26, 1888.

NO. 145.—AN ACT ENLARGING THE DUTIES OF CERTAIN STATE OFFICERS AND COMMISSIONERS IN REGARD TO MAKING REPORTS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Officers or commissioners whose duty it is to make reports to the governor or legislature shall suggest or recommend such modifications of the law, relative to matters in their respective departments, or under their charge, as in their judgment the public good requires, and shall prepare or cause to be prepared bills carrying out such suggestions or recommendations and submit them to the proper committees upon the convening of the legislature.

Approved November 26, 1888.

ACTS OF 1890.

No. 3.—AN ACT TO PROVIDE A REVENUE FOR THE PAYMENT OF STATE EXPENSES.

* * * * *

RAILROADS.

SEC. 11. Every corporation, company, person or persons owning or operating a railroad in this State, shall make returns to the commissioner of state taxes, of the amount of the entire gross and net earnings of such corporation, company, person or persons, and if any portion of such railroad is without this State, such statement shall give the amount of the gross and net earnings per mile of such road. Such statement shall also give the length of the entire main line of road, the number of miles thereof in this State, the kind and weight of rail used on its main line, the kind and number of ties per mile, the kind of ballast used, the number of miles of side track (including tracks in its yards) a list of its equipment, the amount and value of its capital stock, its funded and floating debt, its bonds secured by mortgage or other securities on the property of such corporation, company, person or persons, and the market value of its said stock and bonds, and the amount of dividends, interests or indebtedness paid annually or semi-annually. In case any railroad is leased and operated by the lessee, such statement, in addition to the foregoing, shall give the amount paid for rents thereof, and such corporation, company, person or persons so operating said railroad shall state any other matter that shall be required by the commissioner of State taxes to carry out the provisions of this act. This statement shall be made, sworn to, and returned as aforesaid, on or before the first day of September, 1891, and whenever required by the commissioner of State taxes thereafter, not exceeding once in two years, and shall in all things conform to the provisions of this act.

APPRAISALS OF RAILROAD PROPERTY.

SEC. 12. It shall be the duty of the commissioner of State taxes to appraise the property and in so doing he shall take into consideration the corporate franchise of each corporation, company, person or persons, owning or operating a railroad in this State, at its fair and just value, as soon as may be after the receipt of the returns aforesaid, not later than the first day of November annually, which said appraisal shall be taken to be the true value of such railroad, its rights, corporate franchise, and property, in this State for the purposes of taxation.

SEC. 13. If the line of a railroad extend beyond the limits of this State, its whole valuation ascertained as aforesaid shall be divided by the number of miles of its entire main line, and the amount thus obtained shall be taken to be the value of such railroad per mile, which

said sum, multiplied by the number of miles in this State shall be taken to be the true value of such railroad, its rights, corporate franchise, and property in this State, for the purposes of taxation.

SEC. 14. A tax of seven-tenths of one per cent is hereby assessed upon the appraisal obtained as provided in the two preceding sections, against each company, corporation, person, or persons so operating a railroad in this State on the 30th day of June preceding such appraisal; one-half of which shall be payable to the State treasurer on or before the fifteenth of November annually, and the other half on or before the fifteenth of May annually.

SEC. 15. It shall be the duty of the commissioner of State taxes to notify the company, corporation, person or persons aforesaid of the amount of such appraisal, and the amount of the taxes assessed, immediately after the same has been appraised and assessed.

SEC. 16. If any party, (including the State, represented by the State treasurer) is aggrieved in the premises, he or it may appeal to a commission consisting of the lieutenant-governor, the auditor of accounts and the secretary of State, who shall be sworn to the faithful performance of their duties, and whose duty it shall be to hear such appeal, and they shall have power to grant relief in the premises. Their decision shall be final. Said commission shall establish such rules and regulations relative to time, manner, and method of taking, hearing, and determining such appeals as in their discretion shall be just. The costs of such appeal shall be paid as said commission shall determine.

SEC. 17. Any corporation, company, person or persons owning or operating a railroad in this State may annually pay to the State in lieu of the tax assessed in section fourteen, two and one-half per cent on its entire gross earnings, if such railroad is situated wholly within this State, and if situated partly within and partly without this State then such two and one-half per cent on gross earnings shall be upon such proportion of the entire gross earnings of such railroad, as the mileage of trains run in this State bears to the mileage of all trains run on the entire main line of such road for each six months' period, and shall make returns and payments as provided in sections three, four, five and six of this act.

SEC. 18. If a corporation, company, person or persons owning or operating a railroad in this State shall accept of the provisions of the preceding section of this act, it shall be his or its duty, whether as owner or lessee, to make returns of the gross earnings of said railroad as provided for making returns in this act, and within thirty days of the time of making such returns, the corporation, company, person or persons making the same shall forward to the State treasurer the amount of such two and one-half per cent for the period covered by said returns.

ACTS OF 1890.

No. 3.—AN ACT TO PROVIDE A REVENUE FOR THE PAYMENT OF STATE EXPENSES.

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RAILROADS.

SEC. 11. Every corporation, company, person or persons owning or operating a railroad in this State, shall make returns to the commissioner of state taxes, of the amount of the entire gross and net earnings of such corporation, company, person or persons, and if any portion of such railroad is without this State, such statement shall give the amount of the gross and net earnings per mile of such road. Such statement shall also give the length of the entire main line of road, the number of miles thereof in this State, the kind and weight of rail used on its main line, the kind and number of ties per mile, the kind of ballast used, the number of miles of side track (including tracks in its yards) a list of its equipment, the amount and value of its capital stock, its funded and floating debt, its bonds secured by mortgage or other securities on the property of such corporation, company, person or persons, and the market value of its said stock and bonds, and the amount of dividends, interests or indebtedness paid annually or semi-annually. In case any railroad is leased and operated by the lessee, such statement, in addition to the foregoing, shall give the amount paid for rents thereof, and such corporation, company, person or persons so operating said railroad shall state any other matter that shall be required by the commissioner of State taxes to carry out the provisions of this act. This statement shall be made, sworn to, and returned as aforesaid, on or before the first day of September, 1891, and whenever required by the commissioner of State taxes thereafter, not exceeding once in two years, and shall in all things conform to the provisions of this act.

APPRAISALS OF RAILROAD PROPERTY.

SEC. 12. It shall be the duty of the commissioner of State taxes to appraise the property and in so doing he shall take into consideration the corporate franchise of each corporation, company, person or persons, owning or operating a railroad in this State, at its fair and just value, as soon as may be after the receipt of the returns aforesaid, not later than the first day of November annually, which said appraisal shall be taken to be the true value of such railroad, its rights, corporate franchise, and property, in this State for the purposes of taxation.

SEC. 13. If the line of a railroad extend beyond the limits of this State, its whole valuation ascertained as aforesaid shall be divided by the number of miles of its entire main line, and the amount thus obtained shall be taken to be the value of such railroad per mile, which

said sum, multiplied by the number of miles in this State shall be taken to be the true value of such railroad, its rights, corporate franchise, and property in this State, for the purposes of taxation.

SEC. 14. A tax of seven-tenths of one per cent is hereby assessed upon the appraisal obtained as provided in the two preceding sections, against each company, corporation, person, or persons so operating a railroad in this State on the 30th day of June preceding such appraisal; one-half of which shall be payable to the State treasurer on or before the fifteenth of November annually, and the other half on or before the fifteenth of May annually.

SEC. 15. It shall be the duty of the commissioner of State taxes to notify the company, corporation, person or persons aforesaid of the amount of such appraisal, and the amount of the taxes assessed, immediately after the same has been appraised and assessed.

SEC. 16. If any party, (including the State, represented by the State treasurer) is aggrieved in the premises, he or it may appeal to a commission consisting of the lieutenant-governor, the auditor of accounts and the secretary of State, who shall be sworn to the faithful performance of their duties, and whose duty it shall be to hear such appeal, and they shall have power to grant relief in the premises. Their decision shall be final. Said commission shall establish such rules and regulations relative to time, manner, and method of taking, hearing, and determining such appeals as in their discretion shall be just. The costs of such appeal shall be paid as said commission shall determine.

SEC. 17. Any corporation, company, person or persons owning or operating a railroad in this State may annually pay to the State in lieu of the tax assessed in section fourteen, two and one-half per cent on its entire gross earnings, if such railroad is situated wholly within this State, and if situated partly within and partly without this State then such two and one-half per cent on gross earnings shall be upon such proportion of the entire gross earnings of such railroad, as the mileage of trains run in this State bears to the mileage of all trains run on the entire main line of such road for each six months' period, and shall make returns and payments as provided in sections three, four, five and six of this act.

SEC. 18. If a corporation, company, person or persons owning or operating a railroad in this State shall accept of the provisions of the preceding section of this act, it shall be his or its duty, whether as owner or lessee, to make returns of the gross earnings of said railroad as provided for making returns in this act, and within thirty days of the time of making such returns, the corporation, company, person or persons making the same shall forward to the State treasurer the amount of such two and one-half per cent for the period covered by said returns.

LEASED ROADS.

SEC. 19. When a railroad is operated in this State by a person, or persons, company or corporation, by virtue of a lease or other contract, the aforesaid taxes or payments on gross receipts shall be paid by the lessee of such railroad, or holder of such contract, as the case may be, and such taxes, or payments on gross receipts, shall be charged against and deducted from any payment due or to become due the lessor of such railroad, or person or corporation granting such contract, as the case may be; unless in the provision of such lease or contract, it is otherwise expressly stipulated, and the party who ultimately pays such tax shall be construed to be the party who may accept of the provisions of sections seventeen and eighteen.

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STEAMBOAT, CAR, AND TRANSPORTATION COMPANIES.

SEC. 25. Every steamboat, car, or transportation company incorporated under the laws of this State, shall pay an annual tax to the State, on its property, business, and corporate franchise. Each such company shall make returns to the commissioner of State taxes as required by this act, who shall on such returns make an appraisal of the value of its property, business and corporate franchise, and notify the company thereof, immediately.

SEC. 26. A tax of seven-tenths of one per cent is hereby assessed upon the appraisal provided in the preceding section, against each company. Said tax shall be payable to the State treasurer, as provided in section fourteen for the payment of taxes by railroad companies. The same right of appeal shall be allowed as provided in the case of railroad companies in section sixteen.

SEC. 27. The corporations specified in the preceding section may pay annually to the State in lieu of the tax assessed in said section, two per cent on the entire gross earnings of each said corporation respectively; and shall make such election, returns and payment at the time and in the manner specified in section eighteen of this act.

SEC. 28. Every corporation organized under the laws of this State and having a capital stock or deposits of fifty thousand dollars, or less, shall be, and hereby is, assessed an annual license tax of ten dollars; and for each fifty thousand or fractional part thereof of capital stock or deposits in excess of fifty thousand dollars, five dollars. But no tax shall exceed fifty dollars. Said tax shall be paid to the State treasurer annually in the month of February. Provided, however, that corporations organized for charitable, literary, or religious purposes shall be exempt from the taxes imposed by this section.

SEC. 29. In case any corporation neglects to pay the tax assessed in the preceeding section, it shall be the duty of the commissioner of State taxes to notify by mail the secretary or clerk of such corporation of its neglect in the payment thereof, and permit the same to pay said tax within thirty days after the mailing of such notice by paying the additional sum of one dollar.

SEC. 30. In case such corporation neglects to pay the same within the period last aforesaid, said commissioner of State taxes shall make complaint therefor to any chancellor in this State, and a copy of said complaint shall be mailed to the secretary or clerk of such corporation at least twelve days before hearing. If upon the hearing before said chancellor it shall appear that said taxes are not paid, he shall declare said corporation dissolved, and same shall thereupon be dissolved, and a record of such dissolution shall be made in the office of the Secretary of State.

* * * * *

SEC. 48. Real and personal estate used in operating a railroad, or used in carrying on express, telegraph, or telephone business in this State, and the real and personal estate owned by steamboat, car and transportation companies taxed by this act, also stock in telephone, insurance, steamboat, car and transportation companies which companies are taxed by this act, shall not hereafter be set in the grand list and shall not be required to be stated in the inventories that are returned to listers.

SEC. 49. So much of the charter of any corporation or company organized under the laws of this State as exempts such corporation or company from taxation as far as it conflicts with this act, is hereby repealed.

SEC. 50. This act shall take effect from its passage.

Approved November 26, 1890.

No. 23.—AN ACT IN RELATION TO RAILROAD BONDS AND MORTGAGES.

SECTION

1. R. R. Co. may issue its bonds for any purpose; how; limit as to time and rate.

SECTION

2. R. R. Co. may mortgage road, franchise or its other property, to secure its own bonds or bonds of other companies.

It is hereby enacted by the General Assembly of the State of Vermont:

SECTION 1. Any railroad company may issue its bonds on time not exceeding one hundred years, and at a rate of interest not exceeding six per cent, for any purpose it may desire, upon a majority vote of its stockholders voting at any meeting duly called for that purpose.

SEC. 2. Any railroad company may mortgage its road and franchise, and any other property which it may own or in which it may be interested, to secure its own bonds or the bonds of any other railroad or transportation company within or without this State, upon a majority vote of its stockholders voting at any meeting duly called for that purpose.

SEC. 3. This act shall take effect from its passage.

Approved November 13, 1890.

NO. 23.—AN ACT TO AMEND SECTIONS THREE THOUSAND FOUR HUNDRED AND SIXTY-ONE, THREE THOUSAND FOUR HUNDRED AND SEVENTY AND THREE THOUSAND FOUR HUNDRED AND SEVENTY-FIVE OF THE REVISED LAWS, RELATING TO RE-ORGANIZATION OF RAILROAD COMPANIES AFTER FORECLOSURE.

SECTION

1. Sec. 3461 R. L. amended; mortgages of railroad (or other) corporation obtaining title by foreclosure may form new corporation.
2. Sec. 3470 R. L. amended; new corporation to have same rights, franchises, liabilities, etc., as the com-

SECTION

- pany giving mortgage.
3. Sec. 3475 R. L. amended; how corporation may be formed in case of neglect or failure of bondholders to organize; power to issue stock and to mortgage.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section three thousand, four hundred and sixty-one of chapter one hundred and fifty-eight of the Revised Laws is hereby amended so as to read as follows:

Where a mortgage of a railroad (or of a railroad and other property,) or part thereof, made by a railroad company (or by a railroad, mining and manufacturing company) to secure the payment of bonds, is foreclosed, and the legal title to the mortgaged premises vested in the mortgagees, persons holding a majority in amount of the principal of the bonds so secured may form themselves into a corporation for the purpose of owning or maintaining and operating such railroad (and other property) or part thereof, for public use, in the conveyance of persons and property (and otherwise).

SEC. 2. Section three thousand, four hundred and seventy of chapter one hundred and fifty-eight is hereby amended so as to read as follows:

Any company formed under this chapter shall, from the time its articles of association are filed, be a corporation, vested with the powers, rights, privileges, and franchises for maintaining and operating its railroad (and other property) which were vested in the corporation mortgaging it, and shall be subject to like duties and liabilities, and to future legislation.

ACTS OF 1882.

NO. 61.—AN ACT TO AMEND ACT NUMBER TWENTY-THREE, OF THE LAWS OF 1886, ENTITLED, "AN ACT TO CREATE A BOARD OF RAILROAD COMMISSIONERS AND TO DEFINE AND REGULATE ITS POWERS AND DUTIES," AND ALL ACTS IN AMENDMENT THEREOF.

SECTION

1. Duties of commissioners to inquire into causes of accident on railroads; duties of State's attorneys to attend hearing; notice to persons interested.

SECTION

2. Duties of general superintendent or manager of railroad to inform commissioners of injuries to persons.
3. Laws inconsistent with this act repealed.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. It shall be the duty of the board of railroad commissioners to inquire into the causes of any accident on a railroad resulting in loss of life, and also of any accident not so resulting, which in their judgment shall demand inquiry. And if in their judgment the public good shall require a public investigation, they shall give to the corporation or persons operating such railroad, and to the State's attorney for the county within which said accident occurred, and to the parties known to have been injured in such accident, and to a representative or friend of any person killed thereby, if known, reasonable notice of the time and place of such investigation, and shall investigate said accident and make public their conclusions therein. The said State's attorney shall attend and represent the State in said hearing and produce to the board such legal evidence as shall tend to show the cause of such accident, and he shall be allowed five dollars per day and his necessary expenses for each day's attendance before said board.

SEC. 2. It is hereby made the duty of the general superintendent or manager of each railroad doing business, in this State, to inform said board of every accident resulting in loss of life, and of serious injury to any person or persons, immediately after its occurrence. And in case such accident results in loss of life or serious injury to the person of a passenger, such information shall be given by telegraph.

SEC. 3. All acts and parts of acts, inconsistent with this act are hereby repealed.

Approved November 21, 1892.

NO. 62.—AN ACT IN AMENDMENT OF SECTION 3330 OF THE REVISED LAWS [RELATING TO STOCKHOLDERS IN RAILROAD COMPANIES.]

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section three thousand three hundred thirty of the Revised Laws shall be construed to apply to all railroad companies which have been, or may hereafter be, organized under the general laws of this State, or under a special charter.

SEC. 2. This act shall take effect from its passage.

Approved November 12, 1892.

NO. 63.—AN ACT IN AMENDMENT OF CHAPTER ONE HUNDRED FIFTY-SEVEN OF THE REVISED LAWS [RELATING TO RAILROAD BRIDGES.]

SECTION
1. Section 3418 R. L. amended; height and width of clear space inside railroad bridges.

SECTION
2. Section 3421 R. L. amended; penalty, how enforced.

It is hereby enacted by the General Assembly of the State of Vermont:

Sections number three thousand four hundred eighteen and three thousand four hundred twenty-one of chapter one hundred fifty-seven, of the Revised Laws are hereby amended so as to read as follows:

SEC. 3418. All single track railroad bridges in this State shall, when built or rebuilt, be hereafter so constructed as to leave a clear space of not less than fifteen feet between the inner sides of said bridges, and also a clear space of not less than twenty feet from the lowest timbers, boards, or irons in the covering of said bridges, to the top of the rails under the same. And in all double track bridges the clear space of inside width shall be not less than twenty-seven feet.

SEC. 3421. Such penalty may be enforced by an action on the case in the name of the State, and the State's attorney of the county where the offence is committed shall prosecute the same, upon notice thereof from the board of railroad commissioners.

Approved November 23, 1892.

NO. 64.—AN ACT TO AMEND NUMBER TWENTY-TWO OF THE ACTS OF 1890, RELATING TO RAILROAD BONDS AND MORTGAGES.

SECTION

1. Number 22, Acts of 1890, amended; majority of stockholders may vote to issue bonds; limit of time bonds to run; rate of interest.

SECTION

2. Majority of stockholders may vote to mortgage its property to secure bonds.
3. When to take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Number twenty-two of the Acts of 1890, entitled "An Act in relation to Railroad Bonds and Mortgages," is hereby amended so as to read as follows: Any railroad company, organized under the laws of this or any other state, owning railroad property in this State, may issue its bonds on time not exceeding one hundred years, and at a rate of interest not exceeding six per cent for any purpose it may desire, upon a majority vote of its stockholders voting at any meeting duly called for that purpose.

SEC. 2. Any such railroad company may mortgage its road and franchise, and any other property which it may own, or in which it may be interested, to secure its bonds, or the bonds of any other railroad or transportation company within or without this State, upon a majority vote of its stockholders voting at any meeting duly called for that purpose.

SEC. 3. This act shall take effect from its passage.

Approved November 15, 1892.

NO. 65.—AN ACT FOR THE PREVENTION OF ACCIDENTS TO TRAINMEN.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every railroad company operating a railroad, or part of a railroad, in this State, shall place at the approaches of all its bridges and the highway bridges or other structures which cover or extend over its track, and does not leave a clear height of twenty feet from the top of the rails to the lowest parts of said bridges or other structures directly over said rails, such tell-tale warnings, or other safety devices of uniform pattern for warning trainmen of their approach thereto, as shall be recommended by the board of railroad commissioners.

SEC. 2. This act shall take effect April 1, 1893.

Approved November 22, 1892.

No. 66.—AN ACT TO PREVENT ACCIDENT AND LOSS OF LIFE ON RAILROADS.

SECTION

1. Railroad trains to be supplied with device for signaling.
2. Liability for non-compliance with this act.

SECTION

3. Prosecution for enforcement of penalty.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every railroad company operating a railroad or part of a railroad, in this State, shall supply all passenger trains with a bell cord, or other device for signaling, connecting all the passenger coaches with the locomotive hauling said trains; and shall also supply all mixed trains with a similar device, if the railroad commissioners shall recommend the same.

SEC. 2. A railroad corporation not complying with the requirements of this act shall forfeit fifty dollars for every violation thereof, and shall be liable for the damages and injuries to passengers and employes on its road resulting from such neglect.

SEC. 3. Such penalty may be enforced by an action on the case in the name of the State, and the State's attorney of the county where the offence is committed shall prosecute the same on notice of such violation from the board of railroad commissioners.

Approved November 21, 1892.

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The fences, where there are any needed, are good, but there are none much of the way through the wilderness.

The cattle-guards are of the pit type, with timbered walls,—all very long and wide. The surfacing of the roadbed is generally well done. The switches are of the standard split type.

The semaphores are relied on at all important stations for safety signaling, are in good working order and are provided with swivel balanced red and green lanterns.

The blocking of switches for safety is not kept in perfect condition and renewal.

Generally speaking, there are no sharp curves on this road in Vermont, and all curves are of such elevation as to give the trains an unusual evenness of carriage over them.

There are but three station houses on the line in this State, and they are found to be suitable, though the one at Island Pond is dingy and needs more frequent applications of soap, water and broom.

HOOSAC TUNNEL AND WILMINGTON RAILROAD

Line of Road.—Extends from Hoosac Tunnel, Mass., on the Fitchburg Railroad, to Wilmington, Vermont, the distance in Vermont being from State Line to Wilmington, 15.75 mile with a branch .75 of a mile in length, and .23 mile of sidings. The gauge is narrow; 3 feet. Seven miles of the track in Vermont are laid with 36-pounds steel rails and nine mile with 60-pounds.

History.—The Hoosac Tunnel and Wilmington Railroad was chartered December 28th, 1866. The road was constructed from Hoosac Tunnel, Mass., to Readsboro, Vermont, by the Deerfield River Company for the convenience and purpose of transportation of freight from its wood-pulp, paper and lumber mills at Readsboro and south thereof.

The extension from Readsboro to Wilmington was built by the Deerfield Valley Railroad Company, and opened Nov.

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rotten, has been strengthened by placing wooden "horses" under the stringers near the abutments, which, it is believed, render it safe for the time being.

When first inspected it was apparent that the roadbed had been hastily and imperfectly constructed, being low, narrow, nearly destitute of ballast, and having ditches of insufficient depth. None of these defects are now visible. The road has been raised, broadened, and well supplied with ballast, and the ditches are now deep enough to make the drainage fairly good. The track was laid with second-hand rails considerably worn, and compares unfavorably with the other characteristics of the road. The ties are spaced from two to two and one-half feet from center to center, are in good life and give adequate support to the rails. A portion of the way the country is wooded and unsettled, where fences are not required, but where they are apparently needed they are still incomplete. There are but three depots on the line. These are amply large for the business of their localities, and the one at Wilmington is unique in design, finely finished, and internally is not wanting in any of the latest appointments for the convenience and comfort of its patrons, and is kept with praiseworthy neatness.

LEBANON SPRINGS RAILROAD.

Line of Road.—From Bennington village to Chatham, N. Y., 58 miles, of which 5.925 miles of main line and .25 mile of sidings are in this State. Gauge, standard. Rails, steel, weighing 60 pounds per lineal yard.

History.—The Lebanon Springs Railroad Company, chartered in New York, March 25th, 1852, constructed this road and operated it from 1869. It was consolidated with the Western Vermont Railroad in February, 1870, under the name of the Harlem Extension Railroad. The Central Vermont Railroad Company operated the consolidated road under a lease for several years from 1873. The Lebanon Springs portion passed into the hands of a receiver, and was

sold June 12th, 1885, to certain of its bondholders. The New York, Rutland and Montreal Railroad purchased and operated the road for a short time, when it again passed under a receivership. It has been announced that the road has been sold to a syndicate of New York and Vermont capitalists, but the Board is not yet informed that the property has been formally transferred by the receiver.

Inspections.—The inspection for 1893 was made September 20th, by Commissioners Davison and Bagley, and Clerk Watson. The last inspection was made July 18th, 1894, by Commissioners Davison and Bagley, accompanied by E. D. Bennett, Superintendent, and R. H. Brimmer, Road-Master.

The meagre business and revenue of this road and the uncertainties as to its future, are manifested in the neglected and dilapidated condition of roadbed and superstructure. No considerable renewal of ties has been made for several years. The alignment is neglected and the rails are bent out of shape. The ballast and policing are deficient. The bridges are adequate, with the exception of the pile bridge in Bennington village, which requires extensive overhauling, although a portion of the repairs previously recommended by the Board have been made. The laws with reference to the blocking of guard-rails, fencing right of way, and maintaining standard crossing signs, are violated in several instances.

MAINE CENTRAL SYSTEM.

UPPER COÖS RAILROAD OF VERMONT AND COÖS VALLEY RAILROAD.

Line of Road.—The Upper Coös Railroad of Vermont extends from a point on the Connecticut river near West Stewartstown, N. H., through the northeasterly corner of the town of Canaan, Vt., to the Canadian boundary at Beecher Falls, Vt. Length of main line, 1.6 mile; sidings, .99 mile. Rails, steel, 56 pounds to the yard. Gauge, standard.

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The Coös Valley Railroad extends from a point on the Connecticut river near Lancaster, N. H., through the towns of Guildhall, Maidstone and Brunswick, in Vermont, to the Connecticut river near North Stratford, N. H. Length of main line, 12.25 miles; sidings, 2.13 miles. Rails, steel, 67 pounds to the yard. Gauge, standard.

These roads, aggregating 13.85 miles of main line and 3.12 miles of sidings in Vermont, are now operated by the Maine Central Railroad Company, as a portion of its line between Portland, Maine, and Cookshire Junction, Province of Quebec, where connection is made with the Canadian Pacific Railroad and Dudswell Junction, where it connects with the Quebec Central Railway. The number of miles of road in the Maine Central System, including 18.6 miles of double track, is 832.36.

History.—The Upper Coös Railroad Company of Vermont was chartered in 1882. Construction was commenced June, 1888, and the road was opened for business January 1st, 1889. It was leased to the Upper Coös Railroad Company of New Hampshire, May 1st, 1890, for 999 years.

The Coös Valley Railroad Company was chartered by the General Assembly of Vermont in 1882, and the charter was extended in 1888. The work of construction was begun in 1890, and the road was first operated in the spring of 1891. This road was also leased to the Upper Coös Railroad Company of New Hampshire, May 1st, 1890, for 999 years. The latter roads, with its leased roads, was at the same date and for the same term, leased to the Maine Central System.

Inspections.—July 25th, 1893. Present, Commissioners Pingree and Davison, and clerk, accompanied by Wm. A. Allen, Chief Engineer; Perley N. Watson, Bridge Inspector; C. E. Bickford, Road-Master; H. W. Waldron, Superintendent; and Irving W. Drew, Attorney for the corporation.

And June 28th, 1894, by Commissioners Pingree and Davison, accompanied by Geo. F. Black, Division Superintendent, Perley M. Watson, Bridge-Master, and C. E. Bickford, Division Road-Master.

This road is comparatively new, that portion within this State having been built and in operation but three years. The laying out and construction of the same was by Engineer Williams, now of the St. Johnsbury and Lake Champlain Railroad, and the work was done in the most skillful manner and with economy.

The cuts and fills are few and small. The ballasting is abundant in quantity, though the quality is not up to the best standard of ballast material. The curves are many, and some of them are quite sharp, but the elevation and depression of rails are such as give an even balance in running over the line. The surfacing and fencing are excellent. Cattle-guards, crossing signs and safety blocks are new and perfect. The station houses are of good design and neatly kept.

The split switch is the type in use throughout the road.

There are two semaphore signals on the line in this State.

The bridges, with the exception of the Guildhall trestle, and the Connecticut river bridge at Canaan, are built of iron, of the riveted lattice pattern.

The Guildhall trestle is 600 feet long and 45 feet high and has stood four years. As soon as any change is needed this trestle is to be filled for permanent roadbed. The heavy guard timbers, galled to every tie and strongly bolted, with the interior safety rails coming to a point beyond the bridge in either direction, give confidence in the security and safety of this bridge.

It also has an excellent track system throughout. The ties are laid 2,800 to the mile, and are good for two or three years longer service without renewal.

MONTPELIER AND WELLS RIVER RAILROAD.

Line of Road.—Main line from Montpelier to Wells River, 38.20 miles; Barre Branch from Barre Transfer to the northern terminus of the Barre Railroad in Barre, 1.50 miles; 1.50 mile of double track; and sidings, 6.50 miles. Gauge, standard. Rails, steel; 23 miles being of 60 pounds and the remainder 56 pounds weight per lineal yard.

History.—Chartered November 6th, 1867. Road opened November 24th, 1873. The original capital stock was \$400,000. Subsequently the road was bonded for \$800,000, but the interest on the bonds being defaulted for several years, the bondholders foreclosed and took possession of the road and put the same into the hands of trustees, March 1st, 1876. The company was reorganized January 1st, 1877, the face of the bonds that were foreclosed being made the capital stock.

Inspections.—The inspection for 1893 was made October 5th, by Commissioners Pingree, Davison and Bagley, accompanied by W. A. Stowell, General Manager; F. E. Dodge, Road-Master; and C. F. Robinson, Bridge-Master. The last inspection was made July 27th, 1894, by the full Board and Clerk Watson, accompanied by the same railroad officials.

The bridges on this road have been somewhat improved since the last Biennial Report, and timber is upon the ground for the purpose of renewing several short bridges. Tabor trestle, 616 feet long, is nearly filled with earth, and the Board expects the work will be completed during next season. The Board has called the attention of the bridge department to repairs needed on the easterly abutment of bridge No. 23. Bridge No. 28, which has previously been commented upon by the Board, remains in unchanged condition. The factor of safety of many of the bridges on this line is considered lower than it should be.

One mile of 60 pounds steel has been laid and 1,500 feet of new sidings have been built, since the last Report. The usual renewals of ties have been made. The fencing is deficient in many places. Several of the depots have received

repairs and they are in good condition, adequate and well kept. Nearly all of them are supplied with large refrigerator rooms in which butter and other farm products are stored for the benefit of patrons of the road, without extra charge. A new depot is needed at Groton, to replace the one recently burned.

New section posts, whistling posts, and mile and half-mile boards have been supplied. Surface, slat cattle-guards and wing fences have been placed at all highway grade crossings. The bridge guards required by law have been provided where necessary. No special addition has been made to the ballast, but the ditching has been very much improved. The track is generally in very good condition.

WOODSTOCK RAILWAY.

Line of Road.—From White River Junction to Woodstock, 13.88 miles with .47 of a mile of sidings. Gauge, standard. Rails, iron and steel, weighing 56 pounds per lineal yard.

History.—The Woodstock Railroad Company was chartered by the Legislature of Vermont, October 30, 1863. Owing to a failure to procure subscriptions to the capital stock sufficient to justify the directors in commencing work upon the road there was some delay in the construction and it was not begun until April 21st, 1868. The original contractors failed in 1870, before their work of construction was finished, and this embarrassment, together with delay in getting the road bonded for \$250,000, still further postponed the completion of the road. The construction was finally finished to an extent so that the road could be operated, and it was opened for travel September 29th, 1875.

The road is surveyed from White River Junction to Rutland, and the time for the construction of the whole line has four times been extended by the General Assembly, the last time August 27th, 1891.

The cost of the road thus far, as evidenced by its stock and bonds, has been \$509,000. The capital stock, which had only a

nominal value, was \$259,000. The funded debt was \$250,000 in first mortgage, seven per cent bonds, the interest upon which was guaranteed and paid by the town of Woodstock. These bonds matured April 15th, 1890, and the road passed into the hands of the bondholders.

The company was reorganized July 1st, 1890, under the name of the Woodstock Railway Company, but the management remains practically the same as before.

Inspections.—June 12th, 1893, by Commissioner Pingree, accompanied by Superintendent James G. Porter; and June 11th, 1894, by Commissioners Davison and Pingree, accompanied by Superintendent James G. Porter.

This road was originally laid with wrought iron rails of 56 pounds weight, but some miles of these have been replaced by 56 pounds steel.

The roadbed was well constructed originally, although for several years a number of depressions were spanned with trestles, all of which have since been worked into fills, and now the entire line is earth roadbed, with but one long bridge, and three short stringers over highways. The long one is a Howe truss, deck bridge, spanning the Quechee Gulf over which trains pass at the height of 161 feet above the river bed.

The road is without sharp curves and is well aligned, but the grade is severe throughout most of its length, being in some places, 112 feet to the mile. The ties are laid 2,400 to the mile and are found in fair condition.

All trains are mixed, and light, and are run on a slow schedule. In the 19 years this road has been operated by Superintendent Porter, no serious accident has occurred.

The cattle-guards are still wanting at some of the grade crossings. The crossing signs, fences and safety blockings are generally in place and the surfacing and policing present as clean a line as can be expected upon one so deficient in ballast.

PART III.

SPECIAL REPORTS ON
ACCIDENTS,

AND STATEMENTS OF ACCIDENT INQUIRIES.

SPECIAL REPORTS ON ACCIDENTS.

HEAD COLLISION NEAR RICHMOND,

AUGUST 30TH, 1892.

In the Matter of the Head Collision of a Passenger and a Freight Train on the Central Vermont Railroad, near Richmond, August 30th, 1892, in which James Crossett and George Brown, Jr., of Montpelier, were killed and thirteen other persons were injured.

Preliminary inquiry as to the cause of this accident was made and the premises were examined by Commissioners Pingree and Bagley, the day following the accident, and an investigation was ordered and had at Montpelier, September 9th, 1892, upon due notice formally given to the railroad company and Judson E. Cushman, State's Attorney for Chittenden County, and upon general notice to the public by publication in the press.

The investigation was made by the full Board, which improved the services of a stenographer in the same. Judson E. Cushman, State's Attorney for Chittenden County, appeared for the State; and the Central Vermont Railroad Company was represented thereat by E. C. Smith, President; James M. Foss, Assistant to the President; F. W. Baldwin, General Superintendent; and B. F. Fifield, Counsel, and C. W. Witters, Attorney.

The scene of the accident having been examined by two members of the Board immediately after its occurrence and measurements and plans of the premises made, the Board in the investigation proceeded, under its presentation by State's Attorney Cushman, to hear the testimony of witnesses. Twenty-two witnesses were examined.

From the testimony, and examination aforesaid, the following facts are found:

Train No. 59 extra, being Section No. 2 of No. 59, regular, with ten passenger cars, was made up at Burlington for Montpelier and Barre, August 30th, 1892, to carry passengers home from the political rally at Burlington on that day.

The engineer of this extra, C. W. Hurley, and the conductor, T. Holland, received an order at Essex Junction to meet No. 8 train at Williston, No. 14 train at Richmond, and train "M" at Jonesville; and that train No. 59, regular, which preceded them from Essex Junction, bound south, would carry a flag for them.

Train No. 59, the one to carry the flag, was a regular passenger train, bound south; No. 8 and No. 14 were both freight trains, bound north; and "M" was a regular through freight, also bound north.

Train No. 59, extra, met train No. 8 at Williston, side-tracked for it to pass, as contemplated in said order, and thence proceeded, expecting to meet No. 14 train at Richmond and train "M" at Jonesville.

Train "M" was made up of twenty-six freight cars, twenty-four of them being heavily loaded. Edwin C. York, engineer, and T. T. Stewart, conductor, of this train, both received the following order at Bolton from the train dispatcher at St. Albans, viz.:

"CENTRAL VERMONT RAILROAD.

Telegraphic Order No. ST. ALBANS, Vt., August 30, 1892.

To Conductor and Engineer, No. M train at Bolton.

You will meet number fifty-nine (59) train at Jonesville, number thirteen (13) train at Williston.

Run regardless of engine three twenty (320).

25

M. MAGIFF,

Supt. Telegraph."

"O. K. MAGIFF.

5:47 P.—Time received,

5:49 P.—Time O. K. given."

Pursuant to this order train "M" proceeded to Jonesville, where it met No. 59, regular, after waiting there upon the side track for it about a quarter of an hour or longer, and at which station it was from three to four hours late. It proceeded thence and at Richmond passed train No. 14, which was waiting there on the side track.

The trainmen of No. 14 had seen, as the testimony tended to show, a red flag on No. 59, regular, and, taking notice of it, had taken the side track here to meet the extra following.

Train "M" passed forward, and, on reaching a point upon the long tangent about two miles north of Richmond station, running at a speed of about 18 miles per hour, Engineer York discovered the approach of train No. 59, extra, as it rounded the curve less than one hundred rods from him, running at a speed of about thirty miles per hour.

Each engineer sighted the other train at very nearly the same instant, and each made all possible effort to stop his train.

The passenger train, with its automatic brake, came nearly to a stop before the engines met, but train "M," having only hand brakes, had slowed up but little. The collision came with destructive and fatal effect.

Of the ten passenger cars of train No. 59, extra, the three forward ones were fortunately nearly empty, while the other seven were nearly filled with passengers. The two passenger cars next to the locomotive were demolished and the third one was damaged.

Seven cars of train "M" were destroyed and both engines were wrecked.

George Brown, Jr., and James Crossett of Montpelier, were killed and thirteen others were injured,—all being passengers save one, the forward brakeman on train "M," who was badly injured.

Train No. 59, extra, was running under the following order, viz.:

"Time 5:53 P. M.

Form No. 1

CENTRAL VERMONT RAILROAD.

By telegraph from St. Albans, Vt.,

August 30, 1892.

To Conductor and Engineer, Engine No. 320 at Essex Junction.

You will meet number sixty-six (66) train at Essex, number eight (8) train at Williston, number fourteen (14) train at Richmond, and train "M" at Jonesville.

Keep off the time of number seventy-four (74) train. Number fifty-nine (59) train wore red flag to Montpelier Junction for you.

25

M. MAGIFF,

Supt. Telegraph.

"O. K. MAGIFF."

Hurley and Holland were rightly on the road under this order with their train No. 59, extra, and were running properly.

The primary responsibility for this collision is to be sought for and found among the trainmen of one or both of trains "M" and No. 59, regular.

Rule No. 29 of the "Rules and Regulations governing the Movement of Trains on all Lines of Road under the Management of the Central Vermont Railroad," is as follows:

"29. A *red flag* or a *red light* displayed on the front of an engine, indicates that an engine or train is following, which has *exactly the same rights* to the track as the engine bearing the signal."

Rule No. 42 directs the use of

"One long and two short sounds (—— — —) to call attention to signals worn by any train when meeting or passing a train without stopping," and that "The train so notified must use the same signal in response."

* Rule No. 20 is as follows:—

"When freight or other subordinate trains receive orders to meet passenger trains, the trainmen of the subordinate train

must be in a position where they can communicate with the conductor and engineer of the passenger train, to explain to them what train they are, and avoid any unnecessary delay to the passenger train."

Rule No. 35 provides that,—

"Extra or special trains must not be run except when *flagged by a preceding train* or upon special orders from those authorized to give orders."

Rule No. 37 is as follows:—

"When an extra train or engine is to follow, notice must be given to the conductor and engineer of the forward train, who will cause a *proper flag by day or light by night* to be displayed upon the front of their engine."

Rule No. 72 is as follows:

"72. Conductors and engineers of trains or engines wearing signals must be particular to call the attention of conductors and engineers of trains which they meet or pass, also of station agents, switchmen and others concerned, to the signals, and explain their meaning. This must especially be observed when signals are borne at night. (See Rule 42.)"

Rule No. 107 is as follows:

"107. An order to MEET a train at an appointed place gives the trains named EQUAL RIGHTS to proceed to the appointed meeting place, each on its own time, but does not convey (nor take away) any right over other trains not previously belonging to the train receiving such order. If *either train* is bearing a RED SIGNAL, the opposite train *must not move against the flagged train without orders, no matter what its former rights were.*"

The foregoing rules are all well known and generally understood alike among trainmen of quality and experience in the service of the railroad company.

A reasonable observance of them all would have saved this grave disaster and its fatalities.

The negligence or disregard of any one of them by the crew of either of these trains would invite disaster to both.

Train No. 59, regular, received this order at Essex Junction from the train dispatcher at St. Albans:—

“CENTRAL VERMONT RAILROAD.

Telegraphic Train Order No. —

ST. ALBANS, 8, 30, 1892.

To Conductor and Engineer No. 59 train at Essex Junction.

You will proceed,—meet No. sixty-six (66) train at Essex,—number eight (8) train at Williston,—number fourteen (14) train at Richmond,—train “M” at Jonesville and not pass Montpelier Junction without further orders.

Keep off the time of number seventy-four (74) train, and wear red flag to Montpelier Junction.

25

M. MAGIFF,
Supt. Telegraph.”

“O. K. MAGIFF.

Time O. K. Given.”

and started out at 5:54 P. M., having waited there for train No. 66 (the mail train) to pass, met trains Nos. 8 and 74 at Williston, No. 14 at Richmond and “M” at Jonesville and passed a train at Waterbury.

This train No. 59, regular, Truman Lawrence, conductor, and Marcus M. Rice, engineer, consisted of seven passenger cars filled with passengers, and was about an hour late.

There was abundant proof that the red flag was put in its place by the engineer before leaving Essex Junction station, and that it remained there until the train reached Montpelier Junction. The flag was produced and identified at the hearing, and was a proper one, being neither torn, nor old, nor faded.

It was recognized by Conductor Frazier and Engineer Lynch of train No. 14 at Richmond. Conductor and Engineer of train No. 8 also testified with positiveness that the flag was displayed in its socket at the head of the engine as train No. 59, regular, passed them at Williston. One passenger

Robert Whalen, also testified to seeing it placed on the engine at Essex Junction; and Mears, the forward brakeman on train "M," testified positively to seeing it, though he mislocates the point of meeting with train No. 59, regular.

On the other hand, Conductor Stewart and Engineer York of train "M" both testify that train No. 59, regular, had no red flag displayed when it met and passed them at Jonesville. Neither Fireman Reynolds nor Brakeman Hanrahan of train "M," nor brakeman Casey of No. 14 train saw the flag, but say that they did not look for it, and were not in a position where they could see it.

Head Brakeman Mears testified that he saw the red flag of train No. 59, regular, and hesitated about opening the switch for train "M" to proceed, but Engineer York said to him that it was all right, as he had orders, and he thereupon set the switch over and train "M" proceeded.

It was claimed by Engineer York and Conductor Stewart that it was dusky and so nearly dark that the proper signal to be looked for upon the engine was a red lantern and not a red flag; and Stewart testified that he was in the caboose, and seeing no red light at the head, they pulled out and went on after train No. 59, regular, passed them, without seeing the conductor or engineer, but claiming that he "saw one man's back leaning up against the fireman's seat as they went by" and that he "hollered to them that his was train 'M.'"

Stewart testified with the utmost positiveness that it was so dark when train No. 59, regular, passed him at Jonesville, that a red flag could not be discerned, if displayed on the engine.

The Board is constrained to regard testimony of this nature with slight consideration. It was neither stormy weather nor an unusually cloudy day.

The testimony shows that train No. 59, regular, left Jonesville at 6:37 P. M., the calendar minute for sunset that day. Presumably, its engine had passed the engine of train "M" some two or three minutes before. There was much other testimony tending to show that it was not sufficiently dark to

warrant the display of the red light when Jonesville was passed by train No. 59, regular.

Engineer Rice of the last named train testified that, as he came into Jonesville and passed the switch, the brakeman of train "M" was there and motioned him to come ahead,—that he pointed to his flag,—that he, the brakeman, looked at the engine; that he slowed down, and, as he passed the engine of train "M," pointed to his flag and asked the engineer if his was train "M," and he said "yes"; that he was looking right at him and his engine; and that his flag was then flying.

York testified that when they went past they hollowed to know if it was train "M" and he said "yes,"—and that both he and his fireman were looking right at the engine from the fireman's side.

The testimony of Rice in regard to pointing to the signal is corroborated in a manner by the testimony of Whalen, and is denied by York.

The Board finds that Engineer Rice was fully satisfied at the time he passed Engineer York that he saw his red flag. The Board also finds that Brakeman Mears of train "M" saw the flag as it passed the switch. The Board also finds that the flag was not noticed by Conductor Stewart; neither was he in sight nor in position where the same could be pointed out to him when the engine of train No. 59, regular, passed the caboose which he was in.

The conclusion of the Board is as follows, viz.:

That the immediate cause of this collision was the failure on the part of Engineer York to see, or, having seen, his neglect to heed, the red flag carried by train No. 59, regular.

If he did not see it, it was because he was not observant or watchful, but was heedless of his plain duty upon the meeting of any train.

If he did see it, his mind was inattentive to its import and was not diverted from the dispatch which he had received at Bolton canceling a previous order in regard to engine 320.

In either case, his carelessness of the plain rules with which he had, for more than twenty years, been familiar, stands without a palliating circumstance.

It seems almost impossible to believe that his mind saw the danger signal, while it is equally difficult to believe that his eyes did not see it.

Conductor Stewart is held responsible with his engineer in not discovering the flag, or being in a position where he could communicate with the engineer and conductor of train No. 59, regular, to explain to them what train his was, as provided in Rule No. 20.

The Board has considered the question of the construction placed upon rules Nos. 20, 42, and 72, above quoted, *as a whole*, and the general usage of some engineers under them; and it is of the opinion that, while the view that the use of the whistle and response is not necessary under these rules in cases where there can be no possible doubt of a perfect understanding between the two train crews orally communicating, yet the motions, by pointing or other manual display, to indicate the danger signal, either train being under considerable motion, is not consistent with the fundamental rule—"In the movement of trains, where doubt exists, always adopt the safe course."

Train No. 59, regular, was moving twelve or fifteen miles per hour, and this afforded room for doubt. Had the manual sign of pointing been preceded or supplemented by the whistle signal and answer,—giving and recognizing notice of the danger flag,—another sense would have been excited and, perhaps, fully awakened to positive action in some one of the crew of train "M."

Where the eyes did not awaken the mind to sense the danger ahead in this case, perhaps the ears would have done so, and this disaster thereby have been averted.

The Board recommends such a revision of this rule as will make it clear and obligatory in all cases, requiring notice to be taken of the danger flag under these rules,—that both oral communication be had between the parties therein named and that the whistles also be interchanged in all cases.

This will reach two senses in the interest of safety, instead

of one, and will, also, command the attention of the entire crew of the cautioned train, instead of only one or two of them.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT AT DIVOL GRADE CROSSING IN GROTON.

SEPTEMBER 14TH, 1892.

In the Matter of the Fatal Accident to Mrs. Ella Eastman, at the Divol Grade Crossing, on the Montpelier and Wells River Railroad, in Groton, September 14th, 1892.

Preliminary inquiry into the cause of this accident was made by Commissioners Pingree and Davison, and other testimony was taken and submitted to the Board, whereupon a public investigation was ordered and had, upon due notice, at the general office of the Board, at Montpelier, October 5th, 1892.

There were present at the investigation the full Board, Harry Blodgett, State's Attorney for Caledonia county, and W. A. Stowell, General Manager, and S. C. Shurtleff, Attorney, representing the Montpelier and Wells River Railroad.

The scene of the accident had been previously examined by two members of the Board and a sketch was made of the premises.

From the testimony produced and the inspection made, the Board finds and reports as follows:

The Divol grade crossing in Groton is within fifty-two feet of the Divol railroad bridge, over the west branch of Wells river, and is on the main highway leading from Groton to Orange. This highway follows down this branch and at along by the railroad is in close proximity to it. The descent is such that the flow of the stream is rapid in the vicinity of the crossing, and the noise of the waters, rushing over the rocky bed in a high run, as at the date of the accident in question, is such as to render it difficult for the highway trav-

eler to hear the ordinary danger signals of the locomotive, if properly sounded, and, therefore, it demands greater caution on the part of one familiar with its dangerous character as it is approached.

The approach to the crossing, coming down the highway from the south, is extremely blind by reason of an embankment of earth at the left, and a train coming from the direction of Montpelier cannot be seen by the driver of a team on the highway until the horse is within about two rods of the railroad track, and, if the siding here, westerly and extending on to the highway, is filled with standing cars, the view is still more obscured. There were two box cars standing on this siding at the time of this accident; it has a capacity for three.

On the day of the accident, Morris C. Page, accompanied by Mrs. Ella Eastman, was driving over said crossing in a single buggy, when the regular passenger train, bound east, consisting of an engine and three cars, including a combination car, and being about twenty-three minutes late, collided with this team, wrecking it and throwing the occupants of the buggy down the steep embankment, into the stream, a distance of about fifty or sixty feet, killing Mrs. Eastman instantly, slightly injuring Mr. Page and killing the horse. The woman was thrown upon the rocks of the river-bed, and the man struck upon the brink of the stream. The horse was struck by the front end of the cylinder of the engine and the buggy by the tender, being drawn against it.

The question of the giving of the proper danger warnings on the part of the engineer and fireman was gone into at length and carefully. It was the objective point of the investigation, although the dangerous character of the crossing was incidentally and fully developed.

A petition of many citizens of Groton and vicinity was presented at the hearing, asking that an under-grade crossing be substituted for this grade crossing, which petition is now pending and will be duly heard and acted upon.

There was testimony tending to show that the train was running at an unreasonably high rate of speed at the time of

the accident, and that neither the whistle nor the bell was heard as it approached the highway; while, on the other hand, there was the testimony of several witnesses, including trainmen and people living near the scene of the accident, who testified in positive terms to the sounding of the whistle or the ringing of the bell, or both.

It is the finding of the Board, upon consideration of all the testimony in the case, that this accident was the result of the attempt on the part of the driver, Mr. Page, to go over this crossing without taking reasonable pains or precaution to protect himself and his companion against an approaching train, although he had long been familiar with the crossing and knew of its dangerous character;

That he drove upon the same from behind the cover of the knoll at his left, at an ordinary gait, and was not seen by the engineer or fireman until the engine was within a few rods of his team, and when too late to stop the train, the engineer having only time to reverse the power of his engine as the collision came;

That the whistle was sounded at the usual place before the crossing was reached, as established by a clear balance of testimony, and that the probabilities are that the bell was also rung upon the tangent and upon the curve westerly of the crossing.

The conclusion of the Board is that Mrs. Eastman's death was not the result of any carelessness or neglect of duty on the part of the agents or servants of the railroad company.

The Board finds, also, that this Divol grade crossing is one of extremely dangerous character, and if, upon the hearing upon the aforesaid petition, its peril to highway and railroad travel can be diminished through reasonable and just action towards the railroad company and the town of Groton, the Board will seek to relieve it so far as may be found practicable in the interests of the public safety.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT AT GRADE CROSSING IN NEWPORT VILLAGE.

OCTOBER 5TH, 1892.

In the Matter of the Accident to Orrin Magoon at the Grade Crossing in Newport Village, on the Passumpsic Division of the Boston and Maine Railroad, October 5th, 1892.

This case was investigated at Newport, October 15th, 1892.

There were present at the investigation Commissioners Pingree and Bagley, with Clerk Watson; Harley E. Folsom, Division Superintendent, and Dickerman and Young, Attorneys, representing the Boston and Maine Railroad; and Charles N. Brady, representing Orrin Magoon, the injured party. The State's Attorney was notified of the investigation and appeared before the Board separately.

The street crossing where this accident occurred passes over six tracks of the Canadian Pacific Railway and the Boston and Maine Railroad, including side tracks, and is protected on the easterly and westerly sides by gates, both of which gates were down at the time of this accident.

The main line of both railroads was clear at the time. The freight house stands about forty-five feet south of the highway crossing and on the east side of the easterly or freight house track.

For the purpose of making a shift of cars from the freight house track, about eleven or twelve cars standing on that track were hauled north over the switch, and the four rear cars were kicked down the main line towards, but not covering, said crossing. The remainder of the train, seven or eight cars, were then kicked back on the freight house track and stopped so that the crossing was temporarily covered.

While these cars stood on the crossing, the engine of No. 11 freight train, then north of the crossing and near the car house there, with two cars attached, backed down, after the switch was set for the freight house track, and coupled to these cars standing on the crossing, and started them south

about a car's length, when notice was given that a man was hurt, and they were stopped.

It appears from the testimony that Orrin Magoon resided at West Derby, about a mile from Newport village, and that his business was in Newport. He was returning home at about five o'clock in the afternoon of the day of the accident, and, coming to the crossing, passed around the closed gate on the westerly side of the crossing, and thereupon, finding the seven or eight cars standing on the freight house track, as aforesaid, attempted to climb through between them. In doing so he stepped upon or between the draw-bars, on his way over them, and, at the same instant, the engine with its two cars attached, came in contact with these standing cars, for the purpose of coupling to them, shunting them together and crushing his foot either between the dead-woods of the car and the iron projection on top of the draw-bars, or between the heads of the draw-bars.

The evidence is conclusive that the crossing was not covered over two or three minutes by said cars, and that this was only while the active work of shifting was being done. There was no testimony given tending to show that any request was made for the crossing to be opened, but it appears in proof that there was no such request made.

The north and south ends of this block of cars were both in sight from the crossing, and no other cars were standing on either main lines or sidings at the time.

It is the necessary conclusion of the Board, from the testimony and an inspection of the premises, that Mr. Magoon's attempt to climb through between the cars standing there, as he did, was careless in the extreme, and, under the circumstances in which he did it, no one but himself can be justly held chargeable with fault or blame.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT AT REYNOLDS' GRADE CROSS-
ING IN CAMBRIDGE.

OCTOBER 6TH, 1892.

*In the Matter of the Fatal Accident to Herbert Wilson at Cambridge,
on the St. Johnsbury and Lake Champlain Railroad, October
6th, 1892.*

Preliminary inquiry into the cause of this accident was made by Commissioner Pingree, October 8th, 1892, and, upon the testimony taken, a public investigation seemed advisable, and the same was ordered by the Board and had, upon due notice to the State's Attorney, the town of Cambridge, the railroad company and the friends of the victim of the accident, at Jeffersonville and the scene of the accident, October 18th, 1892.

There were present at the investigation Commissioners Pingree and Davison, and Clerk Watson of the Board; J. W. Page, Jr., State's Attorney for Lamoille county, representing the State; W. H. Parker, attorney, representing the town of Cambridge; H. E. Folsom, Superintendent, and S. C. Shurtleff, Attorney, representing the St. Johnsbury and Lake Champlain Railroad Company; and Geo. A. Ballard, attorney, representing the friends of the deceased.

The scene of the accident was inspected and the testimony of many witnesses was taken, from all of which the following facts appear:

The general direction of the St. Johnsbury and Lake Champlain Railroad, in the vicinity of the scene of the accident, is easterly and westerly.

At the place where the accident occurred there is a curve in the railroad line, and there is a highway crossing here over the railroad track at a point near the middle of the curve, where the main highway from Jeffersonville to Fletcher crosses the railroad at grade.

Approaching this crossing on the highway from the north, the view of the highway traveler in the easterly direction is

wholly obscured by an elevation of land at the left, so that a train approaching the crossing from the east cannot be seen until it is within a few feet of the planking of said crossing. In other respects this is not deemed to be more than an ordinarily dangerous grade crossing.

On the day of the accident, a gravel train was being operated over this crossing, hauling earth from a pit about one hundred rods westerly of it to a point about a mile easterly,—near Cambridge Junction. The engineer left the cars of this train in the gravel-pit to be loaded and then ran his engine over to the Junction to supply it with water. When this work had been done and while he was remaining there, a heavy freight train passed, bound west. As this freight train ascended the sharp grade westerly of Cambridge Junction, Engineer E. E. Evans of the gravel train engine, upon his return to his train, backed against the rear of the freight train and served as a “helper” to the same until the height of grade was reached, whereupon he slackened the speed of his engine and the freight train went forward upon the down grade between the summit and said crossing at greater speed, drawing gradually away from this engine.

Before the freight train reached said crossing, Herbert Wilson, with his daughter,—aged eight years, had started to drive southerly on the highway, opposite his house, towards the crossing, and, hearing the crossing whistle, stopped his team at a point a safe distance therefrom for the train to pass. As soon as it cleared the crossing, he drove forward upon the crossing, when he was instantly struck by the tender of the gravel train locomotive and was pushed and thrown about fifty feet westerly and down the high embankment of the roadbed of the railroad, and was instantly killed. His daughter, who was riding at his right in the buggy, was thrown about eighteen feet further and was not seriously injured,—the father evidently serving as a cushion which relieved the child of the violence of the concussion incident to the collision.

Mrs. Herbert Wilson stood at the front door of her house, about twenty rods from the crossing, north of the railroad, and her father, Robert Reynolds, also stood in his door-yard, within six rods of the same, on the south side of the track, and saw and heard the collision.

The most important question to be settled in the investigation, from all the testimony adduced, was, whether the proper warnings for the protection of the travel upon the highway,—the sounding of the whistle and the ringing of the bell,—were given by the engineer or fireman of the gravel train engine, or not, and secondary to this was the question whether or not this engine, under all the circumstances of the case, was run over said crossing in a reasonably careful and prudent manner?

There were seven witnesses produced by the State's Attorney, people living along the line of the highway and within half a mile of the railroad track in a direct line, and some of them very near the crossing, who testified to hearing a whistle at the time that the freight train and single engine passed the usual place for the same to be sounded. Some of them were able to identify the language of the whistle, indicating that it was for the crossing, while others were not.

It appears certain from the testimony that there was sounded both by the engineer of the through freight train and the gravel train engine, near the summit and within a few moments of each other, the usual highway grade crossing whistle. Some of the witnesses testified to noticing but one whistle, and some characterized that one as a single long toot, and some as two, some as three and some as four sounds. On the other hand, eight witnesses, most of them being at the time at the gravel pit about one hundred rods westerly, testified,—some of them to hearing two crossing whistles and others to hearing three, while several of them emphasized their evidence by testifying not only to hearing it, but, also, to a familiar knowledge of the sound of the whistle of the gravel train engine; that they were looking for the return of the engine; that they heard and recognized its whistle which

was sounded at the usual place for the crossing; and that they remarked upon it to one another at the time. Among these witnesses were Engineer Evans and Fireman Brown, whose testimony is positive that the whistle was blown at the usual place for the crossing, easterly thereof, and that the bell was rung from that point until the crossing was passed.

The Board is thus confronted with the negative testimony of witnesses exercising one of their senses, upon the one side, and with the positive testimony of what was heard by other witnesses, upon the other side, supplemented by the testimony of Engineer Evans and Fireman Brown as to what they claim to have done in respect to giving the warnings.

Upon a careful weighing of the whole evidence, the Board finds:

That the whistle of the engine of the gravel train was probably sounded for the highway crossing at the customary place, and that the statute law of the State in respect thereto was not violated.

Upon the question of the manner, conditions and circumstances under which said engine was run over this crossing, while the Board fails to find any breach of the letter of the law or the rules of the railroad company relating to danger warnings at grade crossings, yet, there appear in this case a combination of circumstances and relative conditions which plainly called for the use of reasoning judgment and action outside of any written law or rule.

Here was, from one point of approach, an extremely blind crossing of which this engineer must have had cognizance for many years. He was following a freight train in close proximity to it. He might, and probably did, sound his whistle for the crossing at so nearly the same instant that the engineer of the freight train sounded his whistle that the highway traveler, not expert in discriminating as to their separate or confused meaning, could easily confound them as the warning of the approach of a single train. Or, if blown a minute or two apart, as might have been the case, the freight train would be rumbling near the crossing and the waiting

traveler upon the highway could not hear the second whistle by reason of the din of the approaching or passing freight train; and, in either case, would feel secure in driving over the grade crossing as soon as the freight train passed.

The testimony shows that Mr. Wilson stopped his team within from four to six rods from the railroad track for the freight train to pass. He had heard the proper warning of its approach, but had heard no other warning,—at least, none that was appreciable to him as such. The freight train unmasked the crossing and he started on. Any traveler, under the same circumstances, would have done the same. As he drove upon the crossing, he was instantly struck by the gravel train engine, being unaware of and naturally unsuspecting its approach.

There was thoughtlessness somewhere. The accident was not inevitable.

A train or an engine should not have followed a long train over this obscure crossing at a speed of from eight to twelve miles an hour, within a few, or a hundred, rods of it, without being under control for stopping immediately.

A moment of thought on the part of the engineer of the gravel train engine, for the safety of a possible traveler who might be waiting for this train ahead to open the crossing which he would use at once, would have suggested a rule of natural caution and plain prudence which written rules, by reason of their universality, are seldom adequate to cover.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT NEAR OLCOTT STATION IN
HARTFORD,

OCTOBER 21ST, 1892.

*In the Matter of the Fatal Accident to James Cunningham, Jr., near
Olcott Station, on the Passumpsic Division of the Boston and
Maine Railroad, on the night of October 20th, 1892.*

Investigation was had in this case at White River Junction, November 10th, 1892, by the full Board.

The State was represented thereat by F. C. Southgate, State's Attorney elect, acting for and by direction of the State's Attorney, who was not able to be present; the railroad corporation was represented by H. E. Folsom, Division Superintendent; and James Cunningham, Sr., the father of the victim of the accident, was also present.

Additional testimony was taken by Commissioner Pingree, November 15th, 1892, which was considered by the Board in connection with that taken at the investigation.

It appears from all of the testimony that, on the evening of October 20th last, James Cunningham, Jr., a resident of Hanover, N. H., purchased a ticket at the Norwich and Hanover station for White River Junction, and took the 8:39 P. M. train, arriving at White River Junction at 8:50 P. M., eleven minutes later. The next information in regard to him was that his lifeless remains had been found upon the roadbed of the railroad track, near Olcott station.

Edward A. Keene of Manchester, N. H., who went from White River Junction to Norwich station on the night express train, arriving there at 1:40 A. M., October 21st, and who was returning to White River Junction—after stopping at Norwich station about five minutes—on foot, discovered, between the rails of the railroad track, some object which he could but dimly see by reason of the darkness. He lighted a match and found that it was the mutilated body of some person, but, without laying the same outside the rails, or examining it, to see by the temperature whether or not the person

had been recently killed, he continued on to White River Junction, and there reported what he had discovered. Thereupon the conductor of the night train, bound south, was telegraphed to look for the remains upon nearing Olcott station, and did so, finding them, as seen by Keene, at about 3:30 A. M., and laying them outside the track. At about six o'clock that morning a special train was run up from White River Junction to the scene of the accident, carrying an undertaker, and the remains were cared for and delivered to friends.

The testimony tends to show that the body, whether animate or lifeless, was struck by a north-bound train—presumably the "night express," which left White River Junction that night at about 1:34 A. M.

This presumption is arrived at from the fact that there were blood stains and fragments of remains from a point ten or twelve rods southerly, all the way up the track to where the body was found.

On the same night a freight train passed down by this point, leaving Norwich at 12:37 A. M., and arriving at White River Junction at 1 o'clock A. M.

It was the current opinion of the witnesses who saw the condition and location of the remains, blood spots and fragments, that the man, alive or dead at the time, was struck by a north-bound train.

There was suspicion on the part of the friends and acquaintances of the deceased that a crime had been committed, of which he was the victim, and that his body had been placed upon the railroad track by criminal hands for the purpose of diverting attention from the true cause and manner of his death.

This aspect of the tragedy is being investigated by the proper authorities for the administration of criminal justice.

This Board has to do its duty in the case only in view of the bearings upon the conduct of the railroad company, through its servants, agents and employes. The ferreting out and detection of a crime that may have been committed by out-

side parties comes within the province and duty of the officers and courts of the criminal law, and not within that of a commission.

The Board finds, from the testimony:

That the death of James Cunningham, Jr., was not caused by any act, negligence, or want of proper care on the part of said corporation, or its agents, servants, or employes but that the young man, while in life,—or his body after death, was improperly on the railroad track, and was run over by said night express train, bound north.

By the Board,

ALFRED E. WATSON, *Clerk.*

REAR COLLISION AT ST. JOHNSBURY,

NOVEMBER 2ND, 1892.

In the Matter of the Fatal Accident to Mrs. R. F. Rogers at St. Johnsbury, on the St. Johnsbury and Lake Champlain Railroad, November 2nd, 1892.

Investigation was had at St. Johnsbury, November 9th, 1892, by the full Board.

Harry Blodgett, State's Attorney for Caledonia County, represented the State at the investigation; H. E. Folsom, Division Superintendent, and S. C. Shurtleff, Attorney, appeared for the railroad company; and R. F. Rogers, the surviving husband of the victim of the accident, with Elisha May, Attorney, was also present.

The premises were examined by the Board previous to the taking of the testimony of witnesses, and from such examination and testimony the following facts appear:

The mail train from Swanton, over the St. Johnsbury and Lake Champlain Railroad, arrived at St. Johnsbury on its schedule time November 2nd, 1892, and at 12:01 P. M., backed down upon the Peck siding, as usual, to await its proper time

to proceed to Lunenburg. It consisted of three cars. After being so set upon the siding, a car was taken out of this train by its engineer from the south end of this siding and another car was supplied in its place. This required the use of the south switch of this, so-called, Peck siding.

The engineer, after setting out his train, detached his engine, ran up the siding and upon the main line and back over the crossover of the Passumpsic main line, thence through the south switch to the rear of his train, made the change of cars in it which was required, and returned by way of the south switch, the crossover and the north switch of the siding, coupled on to his train as newly made up and stood waiting the time to draw up to the station to receive passengers, etc., preparatory to proceeding with his train, on its schedule time, to Lunenburg.

Mrs. R. F. Rogers was at the depot at St. Johnsbury by about one o'clock that afternoon, for the purpose of going to her home in West Concord on this St. Johnsbury and Lake Champlain train, the leaving time of which was 2:40 P. M.

Instead of waiting at the station, she went down the road and boarded the train, as it so stood upon the Peck siding, some forty rods south of the depot, taking her seat in the rear coach of the train.

At about 2:30 P. M., the through freight, No. 2, on the St. Johnsbury and Lake Champlain Railroad, with twenty loaded cars, bound east, came to a point a few rods beyond the overhead highway bridge and the curve extending under and beyond it, being some seventy rods from the Peck siding, and stopped.

The engineer detached his engine from the train and ran it forward to get the mast-head signal and see that the switch was right for his train to use the crossover and pass the Passumpsic main line and on to the St. Johnsbury and Lake Champlain track east of it.

The right to use this crossover and the proper conditions for its use are indicated by the display of the red ball at the mast-head.

This through freight engine was run to within some ten or twenty rods of the Peck siding, upon its own line, and the engineer, seeing the mast-head signal displayed for his benefit, ran his engine back to his train, coupled to it, and put on steam to haul around the curve and over the hard, up grade towards the crossover. The south switch of the Peck siding is five and a half rods south of the crossover.

Upon nearing this switch, Engineer George Hart discovered that the same was wrong for him to make the crossover, being set for the siding. He was within a few rods of the switch, going at a speed of ten or twelve miles an hour. He reversed and called for brakes, and jumped from the engine. It crashed into the rear of the standing train, wrecking the rear car and killing its only occupant, Mrs. Rogers.

The engineer of the passenger train, hearing the alarm call for brakes, instantly put on steam, starting it ahead, and thus partially relieving the destructiveness of the collision to the other coaches and engine. The train was thrust forward about one hundred and fifty feet and driven off the open switch at the north end of the siding,—damaging the freight engine, besides totally wrecking the rear passenger car,—entailing a loss of about \$400.00, and slightly damaging the passenger locomotive and tender.

The case presents the main question:—How came that switch to be as it was, when through freight (No. 2) came up?

Next:—Why was not its condition discovered by Engineer Hart when he came up near it and called for the mast-head signal, or upon his approach to it with his train immediately after?

Lastly:—Why was not its condition discovered by Switchman Green, when he raised the red signal for No. 2 train to come forward?

As to the first and most vital question which the testimony presents, the Board and the State's Attorney sought in vain for an answer which would satisfy beyond possible doubt.

The proof was certain that the switch was set for the main line by Mr. Boyce, after its use for making all shifts for train

If this conclusion of the board is right, it is because no other reasonable and probable conclusion seems attainable. If it is wrong, it is not so from any lack of a careful and thoughtful effort on its part to deal justly with all parties possibly concerned in this sad accident.

As to Engineer Hart's relation to the accident, the Board cannot hold him blameless.

Let the rules be invoked (interpreting certain signals at the south end of the yard at St. Johnsbury station). "One white ball * * * at mast-head will show that the crossing is clear for Passumpsic Division trains, and St. Johnsbury and Lake Champlain Railroad trains must stop."

"One red ball * * * at mast-head will show that the crossing is clear for St. Johnsbury and Lake Champlain Railroad trains, and Passumpsic Division trains must stop."

In this case the red ball was displayed to Engineer Hart.

It is the concurrent testimony of all the experienced railroad men, testifying in the case, that this implies that Hart had the right to come along on the main line and that everything was right for him to do so. General rule 154 (for the government of engineers), is as follows:

"Engineers, while running, must give careful attention to switch targets, and, in daylight, look at the position of the switch rails, as soon as practicable; if, at any time, they are in doubt as to the position of a switch, they will take the safe course to prevent accident." * * *

The testimony tends to establish, and it is deemed a reasonable construction, independently of expert proof, that the signal of the red ball at the mast-head in no respect relieved the engineer from a watchful compliance with this rule; yet he failed to comply with it, or did so, if his thought was on it at all, in an indifferent and inattentive manner.

He came forward with his engine to get the high signal, and upon nearing this switch, the first he was to pass with his train, he did not see that it was wrong. When he came on, under full steam, with his train, he did not discover the target standing against him until he came within a few cars length of it, and it was too late to avoid the fatal collision.

The Board has carefully examined and noted this target from all points between it and the bridge, at the south end of the long tangent, and it seems impossible that it could have been looked for and not have been found to be wrong, from any point north of the curve at the overhead bridge.

The board considers that, if rule No. 154, which is always in force everywhere on the road, and never suspended or superseded by any special rules or signals, had been dutifully regarded by Mr. Hart, the misplaced switch would have been discovered by him in time to have prevented the collision.

Lastly:—Nor is the board able to see how that the long time, faithful and careful switchman, Mr. Green, can be held blameless in this matter. Mr. Green was the switchman at the lower end of the yard, under Yardmaster Boyce, who was subject to the direction of the station agent. It was his duty to have charge of the switches at the south end, and of the mast-head signals. He let in trains and let them out and set the switches. He let No. 58 train in over the crossover at 12:01 P. M., the day of the accident. He went to dinner upon the arrival of this train, after letting it down through the north switch of the Peck siding. He had nothing to do with the shifting over the south switch. It was all right for the crossover switch on the Passumpsic line, when he let No. 58 train over it at noon. Upon being called at 2:40 P. M. to let in the through freight, he pulled the red ball to the mast-head and assumed that the south switch of the Peck siding was set as he left it at noon. He did not notice it, though within four or five rods of it. He says in his testimony: "I had no doubt but that it was all right; I never knew of its being any other way; * * * I never knew that switch to be wrong; * * * when he called for brakes, that was the first intimation I had that that switch was wrong. I was as much surprised as though I had been shot. I should have taken notice of it, if I hadn't been sure that that switch was right."

This testimony goes to show the force of habit in adhering to what has been a long established practice until it is deemed infallibly safe and not subject to possible exception.

The eye should see the target right, as well as the mast-head ball, as each train is signalled in. It is a most perfect safety, if these rules are observed by all to whom the side-tracked traveler is beholden.

The man who sets the switch right, to his own apprehension, may set it wrong; the man who signals the train in, should see that all conditions are consistent with his signal; the man who relies on the signal should also be observant to see with his eyes the target standing against him.

One of these three principles carefully noted by any one of these three men, in his special field of duty, would have been safety to the side-tracked train; while it took the combined neglect of all three to invite disaster.

The Board does not consider the south switch target of the Peck siding of a proper, standard type, and it recommends to the St. Johnsbury and Lake Champlain Railroad Company, that the same be removed from its staff and a better target be substituted in its stead.

By the Board,

ALFRED E. WATSON, *Clerk.*

DERAILMENT AT FERRISBURG,

DECEMBER 7TH, 1892.

In the Matter of the Derailment at Ferrisburg, on the Rutland Division of the Central Vermont Railroad, December 7th, 1892, Resulting in Injuries to Six Passengers and a Trainman.

This case was investigated, upon notice, at Burlington, December 9th, 1892, the full Board being present.

The Railroad Company was represented at the investigation by C. W. Witters, Attorney, and F. W. Baldwin, General Superintendent.

The State's Attorney of Addison County was notified of the hearing, but was unable to be present, owing to his engaging duties in the County Court, then in session.

All of the parties receiving injuries, known to the Commissioners, were advised of the hearing, but none attended, either in person or by attorney or agent.

The trainmen were produced as witnesses by the railroad company, and the testimony of several of the passengers on board the train, and injured in the accident, was taken. Also the testimony of C. E. Fuller, Jr., Superintendent of Motive Power of the Central Vermont Railroad Company, was taken the next day following the investigation, by Commissioners Davison and Bagley.

The scene of the derailment was examined by Commissioners Davison and Bagley, by the latter on December 8th and by both on December 9th.

The New York and Montreal express train, composed of an engine, mail and baggage car, "smoker," day coach, and a New York and a Boston "sleeper," in charge of Conductor John C. Sweeney, bound north, was derailed a short distance south of Ferrisburg station, at 4:10 A. M., December 7th, 1892.

The train was running at its usual speed—28 to 30 miles per hour—and was on time.

The conductor first felt an unusual jolt in the Boston "sleeper," in which he was riding at the time, and he reached for the bell cord, but found that the train was already stopping. The engineer simultaneously got the alarm. The train had parted and the alarm resulted from the pulling of the bell cord in the separation of the train, which also set the brakes automatically. That part of the train remaining on the rails came to a quick stop, while the day coach and New York "sleeper" left the rails and went down the embankment. The "sleeper" was partially overturned and slid down the embankment at an angle of about 45 degrees to the track, clearing the same, and was not much damaged. The day coach, the next car forward, was badly wrecked by the collision of the "sleeper" against it, and lay at the bottom of the slope, about fifteen feet from the track. The remainder of the train did not leave the track, and came to a full stop a few rods past the wreck. No lives were lost.

The injured were: Joseph Singer of Montreal, P. Q., Fred Patnode of West Swanzey, N. H., M. Preusky of Brooklyn, N. Y., M. Goldberg and Nathaniel Mendlowich of New York City, N. Y., and Mrs. Thomas Mulqueen of Burlington, passengers; and John Lee, porter on the New York "sleeper." All of the passengers who were injured were in the wrecked day coach, and besides the above-named there were only two other passengers in that coach, and they escaped without injury. Lee was in the New York "sleeper" and was but slightly injured.

The day coach was lighted by kerosene lamps, and the lights were extinguished in the derailment. The New York "sleeper" was lighted by the Pintsch system, and none of the lights in this car became extinguished and no chimneys were broken.

The train was warmed by steam from the locomotive, thereby preventing the opportunity for suffocation and roasting in this wreck.

The cause of this derailment was ascertained to be the breaking of the tire of the leading left hand wheel of the forward truck of the New York "sleeper."

The mechanical construction of this wheel is described in the testimony of C. E. Fuller, Jr., Superintendent of Motive Power of the Central Vermont Railroad Company, and a practical machinist, as follows, viz.:

"It was Snow's boltless wheel, consisting of a cast iron
"centre, a steel tire with a retaining rim and a wrought iron
"retaining wedge. These tires are shrunk on and held in
"their place by the retaining rim and the retaining wedge.

"The retaining rim is $2\frac{1}{2}$ inches deep and $\frac{7}{8}$ and $\frac{5}{8}$ inch
"thick; the retaining wedge being $\frac{3}{4}$ inch wide and $\frac{1}{4}$ inch
"thick and is wedged into the tire $\frac{1}{4}$ of an inch.

"The principal force that holds the tire in its place is
"shrinkage. The retaining rim is on the outside and the re-
"taining wedge on the inside of the wheel. The wedge is
"dove-tailed into the tire.

“It is impossible for the tire to come off the cast centre or disk, without being broken, because the retaining rim, $2\frac{1}{2}$ inches deep, would prevent the tire from going in, while the retaining wedge, which is dove-tailed into the tire and projects down over the centre, would prevent the tire from working out. The flange, also, would tend to prevent the tire from working out.”

The testimony tended to show, and the Board finds, that the trucks and wheels of the cars making up this train were inspected at Rutland station, about forty-eight miles south of the place of derailment, that morning, while the train stopped at said station. The examination was made with a torch and the wheels were tested by ringing or sounding the same with a hammer, but the examination and test there failed to disclose any flaws or imperfections.

This hammer test for the discovery of any flaw or crack in the wheel of a car is regarded by railroad machinists as one of the safest standard tests in vogue in railroad service, and, yet, it is conceded by all railroad men to be fallible, depending much for its reliability, among other conditions, upon the free and unconstrained resting of the tread of the wheel upon the ball of the rail and the equable bearing of the weight of the car upon all of the wheels of the trucks.

In this particular case the condition of the breaks in the tire disclosed that it was composed of an even grade of steel, and the broken surfaces of the nine fragments found after the derailment indicated that the breaks were fresh and that the structure was free from any flaw.

The first piece of the tire dropped on the road-bed was found a few rods from the point of the derailment and two other pieces were discovered about twenty and thirty rods, respectively, north of the first one, and still other pieces were found at various points between these and the place of the wreck,—the retaining wedge being found at the wreck. The plane surface marks of the face of the wheel and the corresponding flange marks of the opposite wheel first appeared upon the ties about fifty rods from the place where the first

piece of the tire was found, and these indentations on the ties were continuous to the point of the wreck.

The "sleeper" that became derailed at first apparently kept the road-bed and quite near the rails until it came in contact with the lead switch rail, within nineteen rods of the wreck, by which the "sleeper" was crowded to the left and this car and the day coach were hurried down the embankment,—as above stated, the derailed "sleeper" drawing the passenger coach with it from the rails at this point, the strong couplings holding them together, while the couplings forward of the day coach and between the New York and the Boston "sleepers" in some way fortunately separated and thereby prevented the wreck or derailment of the front and rear parts of the train.

The road-bed and track were found to be in good condition except as the rails were disturbed near the switch by the impact of the derailed wheels and its consequent disturbance and displacement of them near and beyond that point.

The Board finds from the testimony and inspection of the premises that this accident in nowise resulted from the carelessness or negligence of the railroad company, through its employes or otherwise, but that the breaking of said tire was the cause of the same, and that this breaking of the tire was the result of some inexplicable imperfection in the material or some structural defect in the making of the same, or that it was caused by the action of the frost element; but to which of said causes the fracture is clearly referable the Board is unable satisfactorily to specify or define.

By the Board,

ALFRED E. WATSON, *Clerk.*

HEAD COLLISION NEAR MONTPELIER JUNCTION,

DECEMBER 12TH, 1892.

*In the Matter of the Head Collision on the Central Vermont Railroad,
near Montpelier Junction, December 12th, 1892.*

Investigation of the cause of this accident was had at St. Albans, December 20th, 1892, upon due notice to all parties required by law to be notified of the time and place of the investigation.

Present,—the full Board with Clerk; Zed S. Stanton, State's Attorney for Washington County, in which the accident occurred, representing the State; and F. W. Baldwin, General Superintendent, M. Magiff, Superintendent of Telegraph, and C. W. Witters, Attorney, representing the Central Vermont Railroad Company.

From an inspection of the premises on the way to the investigation by Commissioner Pingree, and from the testimony of witnesses at the same, the facts in the case are found to be as follows, viz.:

The conductor and engineer of through freight No. 11, from St. Albans to White River Junction, with eighteen heavily loaded cars, received at Essex Junction an order, and acknowledged the same as follows, to wit:

“CENTRAL VERMONT RAILROAD COMPANY.

By telegraph from Essex, 12/12, 1892. Time 10:23.

To M. Magiff, General Train Despatcher, St. Albans.

We understand we are to proceed, meet Number twelve (12) train at Williston and number fourteen (14) train at Montpelier Junction.

Do not pass Roxbury without further orders.

(Signed) G. F. WESCOTT, Conductor, } No. 11
C. P. KELLY, Engineer, } Train.”

The regular meeting place of this (No. 11) train and train “M” is Northfield, the first station west of Roxbury.

Train "M," also a through freight train, of thirty-one cars, the ten nearest the engine being heavily loaded, was on the road from White River Junction to St. Albans. This train, upon reaching Roxbury, the next station east of Northfield, received a telegram, of which the following is the acknowledgment, to wit:

"CENTRAL VERMONT RAILROAD.

By telegraph from Roxbury, 12/12—1892. Time, 12:30.

To M. Magiff, General Train Despatcher, St. Albans.

We understand we are to meet number eleven (11) train, engine two thirty-five (235), at Montpelier Junction; run five (5) minutes on time of number fifty-seven (57) train.

(Signed) H. DUNBAR, Conductor, } No. "M"
J. COTTER, Engineer, } Train."

These were the last orders given to trains No. 11 and "M" respectively, relative to each other.

Train No. 11 proceeded, met No. 12 train at Williston, No. 14 train at Montpelier Junction, set out some cars at the latter place, and passed on for Roxbury, leaving Montpelier Junction at 1:17 P. M., subject only to further orders at Northfield, the only telegraphic station between.

Train "M" left Roxbury to meet No. 11 at Montpelier Junction, under its order, passing Northfield at 1:04 P. M.

These two trains met at 1:30 P. M. about 100 feet east of the long curve and deep cut in the ledge next west of No. 6, Dog river, bridge,—train No. 11 going at a speed of fifteen to eighteen miles an hour and "M" moving ten to twelve miles an hour. They were too close when the danger was discovered for the speed of either to be sensibly slackened and the collision resulted with destructive effect.

Engineer Cotter of train "M" was the most severely injured of any one of either train crew. He jumped from his locomotive to the frozen ground and both ankles were sprained and one is thought to have been broken, and he was otherwise injured. Brakeman Pratt of train "M" was hurt, but not seriously. Engineer Kelly and Brakeman Merrill of

train No. 11 were both injured slightly. Fourteen cars in all were wrecked, seven in each train, and some others were damaged. The locomotives were both moguls, and were but little damaged. The wrecked cars of train "M" were all empty, those of No. 11 were all loaded with peas, buckwheat, oats, paper and lumber.

The Board finds from the testimony that the train crews of both these colliding trains were operating their respective trains properly and in compliance with the rules of the railroad company, and orders received that day, and no blame attaches to any of them. The sole cause of the accident is chargeable to Train Despatcher Thomas Larner, by whom the orders above noted were issued.

Mr. Larner appeared at the investigation, and, after being fully apprised of his privilege to decline to testify in respect to anything which he believed might tend to incriminate or expose him to a prosecution under the law, he voluntarily waived all privilege in that respect and testified to the particulars of the despatches, produced the copies of the same as above, and assumed, as chargeable to himself alone, all the error and blame which produced the unfortunate and well nigh fatal collision.

Larner testified:—"I gave No. 11 an order at Essex not to pass Montpelier Junction, as I supposed, but actually not to pass Roxbury, until receiving further orders. * * * * My intention was, and I supposed I had given the order, not to pass Montpelier Junction without further orders." "When No. 11 got to Montpelier Junction, they passed along. I supposed they would stop there, as a matter of course. They were late." * * * * "I gave 'M' an order to meet No. 11 train at Montpelier Junction." * * * * "The whole difficulty was just this:—I supposed, I really believed, that I had given No. 11 an order not to pass Montpelier Junction, but I actually had not done so." "It is an instance to show the fallibility of the human mind" * * * * "I first discovered my mistake when the operator at Montpelier Junction reported No. 11 as leaving there." * * * * "The

order that I should have given,—that I supposed and believed that I did,—was for No. 11 not to leave Montpelier Junction without further orders. * * * “In this case No. 11 and ‘M’ would meet at Montpelier Junction.” “If I had given the order as I supposed I did, I should have given No. 11 an order at Montpelier Junction to meet ‘M’ there.”

Upon these orders issued, and the testimony of the train despatcher and other witnesses, the Board finds:

That this accident resulted from the carelessness, neglect and forgetfulness on the part of Train Despatcher Larner to give the order to No. 11 train to meet train “M” at Montpelier Junction.

The Board deems it due, as a matter of justice to Mr. Larner to add, that the testimony before it established the fact that in the many years of his responsible service as train despatcher at the St. Albans office, this is the only instance of any accident or trouble resulting from his work in any manner.

By the Board,

ALFRED E. WATSON, *Clerk*.

WILD ENGINE AND HAND CAR COLLISION NEAR WEST HARTFORD,

DECEMBER 21ST, 1892.

In the Matter of the Accident on the Central Vermont Railroad, near West Hartford, December 21st, 1892, in which Michael Millett and Chas. A. Burgin were killed and Chas. L. Ellis was injured.

This accident was considered by the Board upon testimony taken upon preliminary inquiry by Commissioner Pingree, and an investigation was ordered and had by the Board, at White River Junction, and at the scene of the accident, January 4th and 5th, 1893.

The Central Vermont Railroad Company was represented at the hearing by its attorney, C. W. Witters, Esq.

The State's Attorney of Windsor County appeared in behalf of the State.

Testimony was taken at length and on the following day the testimony of Chas. L. Ellis, who was injured in the collision, was taken by Commissioner Bagley at Roxbury, upon notice to the railroad company.

Upon the information obtained at the inspection of the premises of the accident and upon consideration of all the testimony taken in the case, the Board makes its report as follows, viz. :—

Engine No. 232 was running under wild orders from Northfield to White River Junction, on December 21st, 1892, in order to haul the night express north at 12:40 o'clock, on the morning of the 22d.

Engineer Samuel Crown received his last wild order at South Royalton, the second station next above, and about ten miles from the place of the collision.

The acknowledgment of receipt of this order was as follows:—

“CENTRAL VERMONT RAILROAD.

By Telegraph from So. Royalton, 12/21, 1892. Time 4.11 P.M.

To M. Magiff, General Train Despatcher, St. Albans.

We understand we are to run wild to W. R. Junction.

S. CROWN, Engineer, Eng. 232.”

Pursuant to this order, Engineer Crown proceeded to Sharon station and met No. 74 train,—the Chicago and Boston express,—there, and, after that train passed, went forward, leaving Sharon at 4:35 or 4:36 P. M.; and as he rounded a sharp curve on the farm of Harry Parkhurst in Sharon, his fireman, C. P. Hall, sighted a hand car some thirty rods ahead of the wild engine and cried out—“Hold on; there is a hand car on the track.”

This was first discovered by the fireman, he being on the inner side of the curve and his view from his seat not being obstructed by the boiler and smoke stack of his engine.

The engineer applied the automatic brakes instantly, but the engine was too close upon the hand car to avert the collision. The hand car was going in the same direction. Section men Chas. A. Burgin and Michael Millett were at the crank, and were both killed instantly by the collision. Chas. L. Ellis, the section foreman, was standing behind them and was seriously injured. Two of the men were hurled to the right, down the bank, and the other to the left against the cut.

The section men had been at work a little over a half a mile above this point that afternoon and were improving their chance to get to their homes at West Hartford for the night, just after the express train passed north.

There was evidence tending to show that the section men, after getting their car upon the rails and starting homeward, were observant for any train which might be on the road, following the north bound express; that they slowed up their car, almost stopping it, at a farm crossing just before entering the curve, and appeared to a highway traveler, who witnessed the accident and testified in the case, to be looking and listening for danger ahead of them. But the Board is unable to find from the testimony that any proper outlook or precaution was taken to protect their rear from an engine or train from that direction, after passing the last crossing.

The collision took place, as near as can be ascertained, at 4:50 P. M. It was cloudy and sun set. The evening twilight was already coming on in the valley. In some of the farm houses near by, the lamps were already lighted.

The approach to the point of the collision from the north is through an open valley up which an approaching train can be seen, except at momentary intervals, a distance of nearly two miles, until the curve is entered,—160 rods above the place of the accident.

The curve is sharp and leads through a rock cut high on one side, and the view of the track in either direction, after entering the cut, is short.

At the point where the hand car was placed upon the rails and started south the view to the north for the long distance above indicated is open.

The evidence was uncontradicted that no whistle was sounded and that no bell was rung, and no slowing up of the engine was made around and through this curve and cut. Nor was the headlight of the locomotive lighted.

The testimony as to the speed of the engine in approaching and rounding the curve was estimated variously by the witnesses, ranging from twenty to sixty miles per hour.

The hour of the day and the known habits of the section men to be using the track for returning home at this hour, considered in connection with the obscurity of this curve and cut, called for especial outlook and caution on the part of an engineer in running under wild orders at this hour and place.

The utmost care and precaution on the part of the section men to keep clear of all trains coming from either direction, and at all times, are the standing instructions and were understood by them in this case. Wild trains are governed by telegraph.

In the "Rules and Regulations, Train Department of the Central Vermont Railroad Company," the following appears in the special instructions to train men and telegraph operators, governing the movement of trains by telegraph.

"114. An order to 'run wild' conveys no rights over any regular or flagged train. A train receiving such orders must keep clear and off the time of all other trains. Run at a rate of speed not to exceed eighteen miles per hour. Keep a sharp lookout for section men. Approach all obscure places with care, and sound the whistle frequently."

The Board is unable to conceive any reason whereby an engineer running under wild orders, as in this case, should be exempt from the obligations which this rule enjoins.

The scope and purpose of the rule is to insure the safety of life and property.

The exposure and peril to both is not varied, except in degree, whether the engine runs "light" or has a car or more

attached, and the degree of danger to the section men expressly protected by the rule is the same in one case as in the other.

The Board finds, from an examination of the premises, that this curve and cut just above the point of the collision is an extremely "obscure place."

It also finds from the testimony, that this engine was running around this curve and through this cut at a rate of speed greatly in excess of the limitation of the rule above cited, and in disregard of the injunction to "keep a sharp lookout for section men," and to "sound the whistle frequently."

The Board is also of the opinion, from the testimony and circumstances, that, if the headlight of the locomotive had been lighted at Sharon, its glimmer, though faint in the early twilight, would possibly have been caught by the section men, though behind them, in season to enable them to jump from their car an instant before the collision, and thus, most likely, have relieved the accident of its fatality.

If there was a chance for any doubt as to the duty of the engineer and fireman in this respect at Sharon, the safe course to have pursued would have been to light up the head-light there and not defer it till reaching West Hartford.

The Board also finds that the section men were negligent of that proper out-look, care and caution against danger to their rear from an approaching engine or train.

The view from the point of collision back to the point where the engine comes in sight is about thirty-five rods, and, after passing from the curve and cut on to the tangent below, there can be no excuse for the neglect to watch the rear, constantly, till far down the line.

The view ahead was open and clear from the cut for over two hundred rods towards West Hartford. Had Mr. Ellis been observant of his rear there would have been ample time for the alarm from him and for all to have jumped from the car before the collision.

The Board finds, that, if Engineer Crown had exercised a due observance of the directions contained in rule 114, this accident would not have happened.

It also finds, that, notwithstanding the manner of the running of the wild engine, if Section Foreman Ellis had kept a proper lookout for the protection of his rear, after reaching the tangent below the cut, the fatal consequences to his men and the serious injuries to himself might have been averted.

By the Board,

ALFRED E. WATSON, *Clerk.*

SIDE COLLISION AT WEST RANDOLPH,

JANUARY 20TH, 1893.

In the Matter of the Side Collision Between a Passenger and a Freight Train on the Central Division of the Central Vermont Railroad, in the Railroad Yard at Randolph Station, January 20th, 1893.

Investigation of the cause of this accident was had at St. Albans, March 10th, 1893, upon due notice to the State's Attorney of Orange County and the railroad company.

Commissioners Davison and Bagley and Clerk Watson of the Board were present at the investigation.

George L. Stow, State's Attorney for Orange County, appeared on behalf of the State, and the railroad company appeared by Chester W. Witters, its attorney, and several of its department officials.

The following facts were developed by the testimony taken at the investigation, settling the circumstances under which the collision occurred and the results of the same:

Regular freight train No. 11 left St. Albans for White River Junction at 11:17 A. M., January 19th, 1893, and arrived at West Randolph on the following morning at 1:40 o'clock, then having forty cars in the train. Although this train had come to West Randolph as a regular train, before leaving this station it had become a "special" by reason of its being more than twelve hours behind its schedule time of leaving, and

hence, under the rules of the railroad company, it could not go forward without special orders from St. Albans, except as a wild train.

Upon arriving at West Randolph at the time stated, H. E. Broadhurst, engineer of the train, was informed of telegraphic orders from St. Albans to set off there and let the "Dairy" train,—a wild train bound south, pass. He had also received verbal orders before leaving Roxbury to let this "Dairy" train pass his train at West Randolph. No. 11 train set off on a siding at West Randolph immediately upon arrival there, as directed.

The "Dairy" train arrived at West Randolph at 1:47 A. M., and received an order there from St. Albans, the "Understanding" of which was wired back, as follows:

"Time, 1:50 A. M.

By telegraph from Randolph.

JAN. 20, 1893.

To M. Magiff, General Train Despatcher, St. Albans.

We understand we are to run one (1) hour on time of number fifty (50) train; meet number twelve (12) train at W. R. Junction.

Eng. 235. N. STEWART, Conductor,

J. C. FITZSIMMONS, Engineer."

This train went forward leaving the station there at 1:52 A. M., train No. 11 still being on the siding and having received no moving orders. Train No. 11 was now more than twelve hours late of its schedule time, and had thereby lost all right to proceed, save by special telegraphic orders.

The conductor, M. Horrigan, went to the station after the dairy train had passed to get orders, the rear of his train being about 120 rods below on the siding. After waiting some time, he was wired from St. Albans office, "I suppose you know that you are outlawed," to which he replied, "Yes, that is why I am waiting." He soon after received orders to run wild to White River Junction, and inquired for the same for himself. He understood that this meant that he could move forward as soon as train No. 50, the night express train,

bound north, and train No. 67, the night express train, bound south, both scheduled trains, had met at Randolph and gone forward.

His engineer, however, failing to come to the station to receive and receipt for the said orders on his part, Horrigan started down the line for him, and, as he arrived within about forty rods of the rear of his train, No. 67 passed him, bound south, train No. 50 having previously arrived and side-tracked.

Broadhurst had pulled out partly from the siding upon the main line, and was moving south when train No. 67 collided with his train. The engine of No. 67 train was derailed and turned quartering to the track; the baggage-car was also derailed; the express car and mail car were both tipped over; and three of the freight cars were upset. No trainmen were seriously injured, and no passengers were hurt.

It was within the yard limits, and train No. 67 was moving within the rule restricting its speed, and thus serious and probably fatal casualties were averted.

There is no difficulty in determining where the responsibility rests for this causeless accident, but it is not so easy a matter to understand how such a palpable heedlessness of rules and duty should be found under such conditions.

Broadhurst appears, from the testimony, to have been regarded as an engineer of the highest promise, "A natural born engineer," whose father was old in like service before him, and yet, in this instance, he violated three of the rules and regulations of the road, which are regarded as elementary among men of his calling, in the service of this company, and which are in vogue substantially the same as here on the railroads throughout the country.

Engineer Broadhurst was in fault:

I. For hauling out, to go forward upon the main line, while his train was more than twelve hours behind its schedule time, and which had for that reason lost all rights to move from the siding until obtaining special orders from the general train despatcher at St. Albans to do so.

II. He was in fault for leaving the siding and entering upon the main line, which he must have known belonged exclusively at the time, under the time-table, to the night express train No. 67.

III. He was at fault in moving forward without first getting the word or signal of his conductor to proceed.

The fact was also developed by the testimony that Broadhurst's fireman, and also the forward and middle brakemen of his train were in the engine with him at the time he was hauling his train out upon the main line to go south, in face of the three reasons above named why he should not do so. Had either of these three men been attentive to his duty, under the rules with which their position presumes familiarity, he would have warned his erring engineer against trespassing upon the time of train No. 67, and would have reminded him that his train had lost all right to use the main line, at all, without special orders, and would, at least have asked him if he had been motioned forward by the conductor. Attention to the plain rules of duty on the part of one of them in either of these respects would probably have quickened the engineer's singular absent-mindedness so as to have saved the wreck.

The only man on train No. 11, as it was drawing out in breach of these rules, who appears to have appreciated the mistake was rear brakeman Walker. He felt that a mistake was being made, and, sensing the possible danger, started out from his saloon to take in the situation, but was powerless to communicate his anxiety to his engineer in season to prevent the collision. Had Walker been on the locomotive with the others of the train crew, his thoughtfulness would probably have roused them from their inattention to duty.

The Board further finds in this case, as sometimes before, that an unfortunate incident creeps into the investigation through the testimony, which, though having no bearing upon the determination of this particular case, yet demands the rebuke of all who have a duty to do in enforcing a more careful regard of certain important and necessary rules for the saving of life and property.

Rule 103 requires that on receiving a train order with the signal "25" attached (being the order in question), the operator shall read it aloud to the conductor and engineer, each of whom shall sign his name to the "Understanding" (Form 2). The operator will then repeat back, from Form 2, the "Understanding," with the signatures, when, if it is correct, the train despatcher will respond "O. K." and sign the name of the General Train Despatcher, which the operator will endorse upon the face of the order, and deliver a copy each to the conductor and engineer.

This rule was not complied with, but was violated by the telegraph operator, O'Grady. The orders for train No. 11 were received at West Randolph by the operator twenty minutes to half an hour before Broadhurst pulled out upon the main line. Conductor Horrigan signed the "Understanding" to same at once. The name of the engineer was signed by the operator to the "Understanding" without his knowledge, and the same was wired to St. Albans and the "O. K." returned.

This should not have been done. It was a plain rule that was thus broken, while its observance would probably have saved all trouble. Seeing that the engineer was derelict in his duty to come to the office and get orders, the conductor should have gone or sent a trainman for him, and the operator should not have communicated the "Understanding" of the engineer to the St. Albans office, until there was one in fact, and as the letter and spirit of the rule demanded from Engineer Broadhurst.

The Board finds in this instance an open disregard of instructions, and an extremely loose observance of this most necessary and vital rule for the government of trains by telegraph.

By the Board,

ALFRED E. WATSON, *Clerk.*

DERAILMENT AT RUTLAND,

JANUARY 23RD, 1893.

*In the Matter of the Derailment at Rutland, January 23rd, 1893,
on the Bennington and Rutland Railway, resulting in the Death
of Edward L. Cobb, and Injuries to Other Persons.*

Preliminary examination of the wreck was made by Commissioners Pingree and Bagley, on the morning following the derailment, and investigation was had by the full Board, upon notice to all persons entitled to notice and known to the Commissioners, at Rutland, January 26th, 1893.

The State was represented at the investigation by J. C. Jones, Esq., State's Attorney for Rutland County; the railway company appeared by its attorneys, Hon. Joel C. Baker and Henry A. Harman, Esq.; and Mrs. Cobb, the widow of Edward L. Cobb, deceased, appeared by her attorney, Geo. E. Lawrence, Esq.

Examination of the premises of the derailment was made by the Board and parties appearing.

The derailed train was known as the "New York and Montreal express," at the time on its trip from Montreal to New York, via the Bennington and Rutland line and Troy, and it was made up of engine, tender, combination car, buffet, day coach, and a Wagner drawing room car with buffet compartment in the rear end, Howard C. Stickney being engineer, and Charles Clark, conductor.

The baggage-master only was in the combination car. There were eight passengers in the day coach and four in the drawing room car—thirteen persons in all in the overturned cars.

The train left Rutland station at 2:05 P. M., January 23, last, being twenty minutes behind the schedule time of leaving, by reason of lateness of arrival at Rutland.

One or more of the cars left the rails at a switch about two hundred rods south-easterly of the station, and the entire train, excepting the locomotive and tender, soon became di-

vided and left the roadbed and rolled upon its left side down the embankment about ten rods from said switch. The tender also left the track, the engine only remaining on the iron, and stopping about fourteen rods beyond the point opposite the head of the derailed train.

It was apparent that the train was held together by its couplings until the break came between the tender and the combination car, when the three cars detached soon rolled down the embankment, still held together by their couplers, the movement of swinging off commencing at the rear.

None of the cars were badly wrecked though all three were considerably damaged.

Mr. Cobb was riding on the left hand side of the train in the day coach and his body was found outside of and crushed under the side of the car, his head being inside.

Mrs. H. E. Curtis, a passenger in the same car, was riding on the right hand side and was thrown by the overturning of the car through an opposite window and she escaped instant death by reason of her landing, as she was thrown through the car window, in a depression in the ground under the car. Mr. Cobb was instantly killed and Mrs. Curtis was fatally injured, and has since died. No other persons on the train were dangerously hurt, although the baggage-master and the brakeman were both injured.

The train was warmed by steam from the locomotive and consequently no fires were started in the wreck.

Commissioner Bagley was on the ground shortly after the accident and at his request the wreck remained undisturbed until the next morning when the same was examined by him and Commissioner Pingree and the railroad officials and mechanics with a view to ascertain, if possible, the immediate cause of the accident, after which the investigation was appointed and held as above stated.

The testimony of the trainmen, yardmen and other employes, railroad officials, experts and passengers was taken at great length.

It appeared from this testimony, and the Board finds, that this train was moving at the time the derailment occurred at a speed not exceeding ten miles per hour; that the grade is a little descending; and that the steam application was on but lightly, the train being neither taut nor loose.

The derailment and overturning of the cars all happened within the Rutland yard limits.

The engineer first discovered something wrong about the train when the coupling broke between the combination car and tender, and the cars rolled off the slope,—the jerking caused when the pin broke giving the engineer and fireman the first warning of the derailment.

The Board, however, finds from the plain indentations of the flanges of the tender wheels upon the ties, that the tender was derailed before the forward car of the train began to leave the roadbed. The frozen earth, cinders, and ice were so continuous along the line of the derailment of the tender that the jar of the latter was slight and its derailment had escaped the notice of the engineer and fireman until the snapping of the pin startled them.

The Board also finds from the testimony and the examinations made of the premises of the derailment, that one or more sets of trucks left the right hand rail of the track at the frog and wing rail aforesaid;

That the right hand wheels dropped to the ties between the wing rail and the corresponding frog;

That this dropping of the wheels to the ties, inside the wing rail, caused a lateral pressure of the left hand wheels of the same trucks against the corresponding left hand rail, straining and canting the same outward, and, at a point about two feet from the next left hand rail, bending it to the left and making a break through the unsecured fish plates connecting these two rails, through which these left hand wheels passed to the outside of the left rails, making the derailment complete on both sides of the car or cars;

That the first cause of the complete derailment was the failure of the right hand wheels of one or more of the trucks

to catch on to the wing rail as it passed from the point of the frog;

That their consequent dropping down between it and the frog thereby caused the pressure of the trucks to the left where the left hand rail, being crowded at the top by the flanges, canted and yielded to the leverage more readily than the right hand rail, and, not being secured to the following rail by bolted fish plates, was forced open at the joint and the left hand wheels passed through.

Something must, of course, give way on the right rail or the left when the right hand wheels thus dropped down and strained right and left between the rails.

The right hand wheels were then running with the outside of the main part of the wheels at their perimeter against and abrasing the right hand rail, the flange on the ties and the tread on the spikes heads or the web of the rail affordin a firm rest or prop for a heavy pressure to the left, while the flanges of the left hand wheels were crowding, slightly upward, and strongly against the ball of the left hand rail which canted and bent and made an opening at the weak unbolted fish-plate joint aforesaid.

The engine, tender, and probably one or more of the cars, passed this frog and wing rail in safety.

Testimony of experts in car machinery was taken, and a careful examination of the trucks of the derailed cars and measurements of the gauge of the same and of the track and wing rail at the point of derailment were made. No structural defect in the machinery or unskillfulness in the placing of the frog and wing rail could be discovered.

There had been a slight thaw a short time before the accident, followed by a heavy freeze.

The surface of the ties upon which the wing rail operated was icy smooth and it was subject to extraordinary freedom and extreme tension on account of the frost and ice surroundings of both ties and rails.

No specific and immediate cause can be assigned for the wheels dropping to the ties inside the wing rail. The fact is

clear that they did so and the derailment of the other trucks necessarily followed from the combination of results of this.

The side-long wobbling or oscillation of the rear car as it passed the frog is believed to have so strained the wing rail that the outer edge of the tread rasped against the wing rail curve and forced it outward abnormally and let the wheels drop.

This wing rail has been in general use on this road for many years and is deemed a standard device on some of the best equipped railroads in New England, and yet, like other well approved appliances, they sometimes fail to show perfection in practical use, under adverse conditions of the elements.

The testimony developed a case of derailment similar to this, caused by the failure of this same pattern of rail, at Eagle Bridge, N. Y., which was equally inexplicable.

Had the fish plates been properly bolted between the left hand rail and the switch, where the wheels passed through, the accident might and probably would have been varied from just what it was. It might have been more serious and might have been less; it is a matter of conjecture. This negligence in leaving these plates unbolted was not the cause of the derailment in the first instance, and it comes to the attention of the Board as an incident to the subject being investigated, and it is a most reprehensible negligence on the part of the track men of this section or yard.

The Board finds that the cause of this derailment is not attributable to any discoverable imperfection in the rolling stock, roadbed, or track of the company, or any improper methods or carelessness on the part of its employes, but that it happened under the unfavorable circumstances and conditions of the elements, affecting well approved and standard frog and rail appliances, which the judgment and skill of officers and men of the service could not foresee and protect against.

By the Board,

ALFRED E. WATSON, *Clerk.*

SIDE COLLISION AT LUDLOW,

FEBRUARY 17TH, 1893.

In the Matter of the Side Collision of Freight Trains, on the Rutland Division of the Central Vermont Railroad, at Ludlow, February 17th, 1893, in which Engineer Homer G. Andress was Killed.

This case was investigated at Rutland, February 28th, 1893, upon due notice to parties interested.

There were present Commissioners Davison and Bagley, and Clerk Watson; Frederick C. Southgate, State's Attorney for Windsor County, representing the State; F. W. Baldwin, General Superintendent, representing the Central Vermont Railroad Company; George E. Lawrence and W. H. Lord, Attorneys, representing Mrs. Homer G. Andress, the widow of the deceased.

The accident was the subject of preliminary inquiry by the full Board on the morning of its occurrence, and an investigation was then appointed.

It was found upon investigation that a train of 22 cars, heavily loaded with hogs, and a caboose, left Rutland for Bellows Falls at 10:55 P. M., February 16, 1893. The train crew were James McGuirk, conductor; Homer G. Andress, engineer; H. W. Livingston, fireman, and C. E. Foy and Timothy Sheridan, brakemen.

The train was under orders received at Summit, in the usual form, to run wild to Bellows Falls, and to meet engine "Roys" at Summit, and engines No. 41 and No. 231, with trains attached, at Ludlow. Further orders were received at Summit to meet train No. 24 at Gassetts. Engineer Andress was also cautioned verbally while at Summit to run slowly into Ludlow, as the railroad yard there was full of cars, and he understood the condition of trains waiting there, and said he expected to have to "saw by."

The train was assisted to Summit by a "helper," which relieved it there.

Soon after the train passed Healdville it was discovered that the air brakes, with which the train was equipped, did not work freely, and, upon passing Rock Cut No. 8, the conductor became concerned at the rapidity with which the train was moving, and with the brakemen made efforts to slacken its speed by the hand brakes. Some of them would not work. The train continued down the steep grade with increasing speed into the Ludlow yard.

A long, double-head, special freight train, hauled by engines No. 231 and No. 41, was awaiting the arrival of the hog train at the Ludlow yard, in accordance with its orders received at Bellows Falls to meet there. The siding was not sufficient for side-tracking all of this train, there being several cars already occupying it, while the main portion of the train filled the siding. The special ran by and backed upon the siding from the north end for convenience, and, so that, with the cars already on the siding and some on the rear of this train, nine or ten cars extended out upon the main line at the south end of the switch. This train could pass out at the north end of the side-track, as it backed in, and "saw by," as soon as the hog train drew in on the main line and stopped.

The north bound train was in this situation when the hog train came down the steep grade uncontrolled, and dashed into the rear cars which reached back, some near and others upon the main line. The speed which the hog train had then attained was stated as being twenty-five or thirty miles an hour.

The result of this side collision was the death of Engineer Andress and the wrecking of his engine and thirteen cars, and the destruction of many hogs and other property.

Engineer Andress remained on his seat and, as he passed the engines of the side-tracked train, Conductor Welch of the special held his lantern up in his face as he went by and hol-

lowed to him to "Jump, jump." "He was at the cab window, leaning on his forearms, with his head bowed."

It was conclusively shown from the testimony that Engineer Andress was fully sensible of the peril to his train from the time of leaving the sand cut above Ludlow. He called for brakes four times between there and the deck bridge. If his steam and air brakes failed to work, he should have called for the hand brakes long before he did. The testimony tended to show that, after the first call for brakes, it would be impossible to avert the collision by the use of the hand brakes, owing to the steep grade into Ludlow, the heavy train, and the high speed already attained.

Andress realized this, and, after sounding the call for brakes and seeing that the speed of the train continued unabated, he exclaimed "My God! Can't they hold the train." On reaching the sand cut, he tried to reverse, but his fright had so far overcome him that he was unable to set the lever over and his fireman assisted him in doing it. As soon as he had passed the bridge above the Ludlow station, Fireman Livingston asked him if he was not going to jump, but he did not heed the suggestion nor appear to notice anything. He appears to have become appalled and overcome as he neared the point of certain crash. He knew the special at Ludlow extended on to the main line, and that he had lost all control of his train, and that the collision and wreck were inevitable.

The Board finds from the testimony, that at and north of the sand cut (which is about three-quarters of a mile north of the Ludlow station) the train was not under control to the extent of the requirements of ordinary care and prudence when approaching a station under the rules and regulations governing the movement of trains, and without any special precaution or unusual carefulness; that the speed of the train was not properly regulated or controlled during its descent of the mountain from Healdville to Rock Cut No. 8; that this inadequate regulation appeared from the testimony to arise, either from the improper condition of the automatic air

brakes, or the unskilled methods and manner of applying and manipulating them from the locomotive, and in regulating the pressure valves on the cars.

Had the fifteen pounds retaining pressure valves, with which the cars were equipped, been properly attended to by the trainmen preparatory to the heavy down grade from Summit,—with the air-pump in proper working condition, as the testimony showed that it was,—with reasonable skill and attention on the part of the engineer to the engineer's valve of the air brake system, the train might have made the descent steadily and safely, and have been stopped before reaching the Ludlow yard.

The testimony fails to show that a sufficient number of the cars had the retaining pressure valves turned before leaving the Summit. The testimony also tended to show, and the Board finds the fact,—that Conductor McGuirk and Rear-Brakeman Foy were derelict in their duty, in not making more seasonable effort to set up the hand brakes on the rear of the train, and for not continuing their work longer.

By the Board,

ALFRED E. WATSON, *Clerk.*

HEAD COLLISION NEAR ST. JOHNSBURY CENTER,

FEBRUARY 27th, 1893.

In the Matter of the Head Collision between two Freight Trains, on the Passumpsic Division of the Boston and Maine Railroad, near St. Johnsbury Center, February 27th, 1893.

An investigation of the cause of this accident was had, upon due notice to all parties legally entitled thereto, March 9th, 1893, at St. Johnsbury.

There were present the full Board; H. E. Folsom, Division Superintendent, and John Young, Attorney, representing the railroad corporation; and Alexander Dunnett, who appeared for the State's Attorney for Caledonia County and conducted the hearing, representing the State.

The scene of the collision was examined and the testimony of witnesses was taken at length. The facts of the case as presented by the inspection made and testimony taken are as follows, viz.:

Through freight train No. 8, bound south from Lyndonville, was given an order there to run to St. Johnsbury, regardless of trains No. 11 and No. 53, and to remain there for further orders. Said order was delivered at 2:28 P. M. of the day of the accident and was duly received by Conductor Hammel and Engineer Bedor of said train, and they went forward with their train consisting of thirty-eight cars, all but two of which were heavily loaded.

At 11:42 A. M. of the same day, H. Drew, conductor, and F. Clark, engineer, of regular freight train No. 11, bound north, received orders at Wells River, from the train dispatcher at Lyndonville, of the following tenor, to wit:

"Train No. eleven (11), Drew, conductor, will meet train No. four (4), Cusson, conductor, at Wells River. Train No. sixty-six (66), Bigelow, conductor, will run one, (1), minute late, Barnet, to where they meet train No. eleven, (11), Drew, conductor. Remain at St. Johnsbury for orders."

"Correct, Folsom, Supt.

H. E. FOLSOM, Supt."

The receipt of this order was duly acknowledged by Conductor Drew and Engineer Clark of train No. 11 at Wells River, and they proceeded north with their train. When they reached St. Johnsbury train No. 8 had not arrived, and they went forward in disregard of their instructions to remain there for orders.

At 2:46 P. M., the train dispatcher at Lyndonville asked the operator at St. Johnsbury for a report of train No. 11, and received the answer that the "Air line" express and

No. 11 were then leaving St. Johnsbury. In answer to the further inquiry if he was sure that train No. 11 had left St. Johnsbury, the operator there replied that it had. Trains No. 8 and No. 11 were now on the road, running towards each other, between St. Johnsbury and Lyndonville, the latter train contrary to explicit orders. Effort was immediately made to avert the impending collision, but there was no chance for telegraphic communication between Lyndonville and St. Johnsbury. An attempt was made, however, to telephone to St. Johnsbury Center to stop train No. 11, north bound; also, to hurry off an engine from St. Johnsbury to overtake the same, but it was too late, and these efforts proved unavailing.

Conductor Hammel of train No. 8, south bound, discovered from the cupola of his caboose, train No. 11 approaching from the south, when about eighty rods from the same, and his engineer sighted it at about the same time. Train No. 8 was running at a speed of 18 or 20 miles per hour on a down grade. Engineer Bedor of train No. 8 called for brakes as soon as he saw the approaching train, set his locomotive brakes and reversed steam. The head brakeman had discovered the danger and was already setting up brakes, in which work the fireman, also, at once engaged. The north bound train was all the while working steam towards them. When within ten or fifteen cars length from train No. 11, the engineer and trainmen of train No. 8, who were not in the van, jumped. Conductor Hammel disconnected his van from the train and stopped it before the engines collided.

From the testimony before the Board, it appeared, conclusively, that Engineer Clark of train No. 11 did not discover the impending danger until the locomotives were within four or five cars length of each other in the cut, and on the curve there, whereupon, directly they came together. He had barely time to reverse steam and jump.

Fireman Green, and West who was not on duty, and Dolan, the head brakeman, were on the engine of train No. 11 and all jumped at the same time. Clark, Green and West were killed, and Dolan was cast and held under the wreck for two hours, but was not seriously injured.

Both engines, three cars of train No. 8, and nineteen cars of train No. 11 were wrecked, and considerable freight was damaged.

There is direct evidence tending to show that Conductor Drew of train No. 11 expressed fear immediately after the accident that the cause of it was chargeable to him and his engineer, one of the victims of the terrible blunder. Drew was not present at the hearing. He had not been seen by any of the witnesses who were inquired of for him since he was seen between St. Johnsbury and St. Johnsbury Center, after having sent back a brakeman to protect the rear of his train immediately after the collision; and neither the State's Attorney nor the Board was able to improve him as a witness.

It is in proof that the order to remain at St. Johnsbury was delivered to and receipted for by him according to its tenor as above. Also, it is in proof that Engineer Clark received a copy of the order, the same being found in the receiving clamp of his cab after his death.

From the testimony in the case the conclusion is irresistible, that Conductor Drew and Engineer Clark of train No. 11 were both primarily and equally responsible for this accident; and that train No. 8 was rightfully on the road under its orders, and no blame can be charged to its train crew therefor.

To the extreme heedlessness and utter disregard of a plain and unequivocal telegraphic order, on the part of the conductor and engineer of the north bound freight train, directing them to remain at St. Johnsbury for further instructions, this fatal accident is clearly chargeable.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT AT GEORGIA,

MARCH 29TH, 1893.

In the Matter of the Accident to John McCarty, on the Central Vermont Railroad at Georgia, March 29th, 1893.

Testimony was taken in this case, by direction of the Board, by its clerk, soon after the accident occurred, and before Mr. McCarty had sufficiently recovered therefrom to give his testimony as to the cause of the same.

Upon the presentation of this testimony to the Board, and the statement of Mr. McCarty, taken subsequently, an investigation was ordered and had, upon due notice, at Montpelier, March 9th, 1894.

There were present at the investigation the full Board; Otis N. Kelton, State's Attorney for Franklin County, representing the State; C. W. Witters, Attorney, representing the Central Vermont Railroad Company; and also, John McCarty, as a witness, accompanied by his counsel.

John McCarty was the forward brakeman on No. 19, mixed train, running from St. Albans to Northfield, March 29th, 1893, and he fell from his train just south of "Georgia Hollow," so called, and was seriously injured to the extent that amputation of the right foot at the instep was necessary, while the other foot was badly hurt. He was otherwise injured, so that he was confined to the house for many months, and was left in a permanently crippled condition.

From the testimony produced by the State's Attorney, it appears that McCarty had set up the proper brake on his train as it approached the "Hollow" above named, for the purpose of steadying his train through the same, and that, after the bottom of the "Hollow" was passed, he undertook to let off the brake which he had set up, which was on a coal car, and that while so doing and before straining the same hard enough to loosen the brake dog from the ratchet, the circular brake head broke at the hub. Being in an inclined and straining position when the metal broke, he was thrown

from the car to the ground, striking on the side of the car opposite that on which was the brake, and the car wheels ran over both of his feet.

None of his fellow trainmen saw the accident, and he was not missed by them until the train reached Milton, the next stopping station. He was picked up by No. 57, passenger train, and carried to his home at Northfield.

The broken brake head was produced by McCarty for the inspection of the Board. The hub of this brake head has a square, inch or inch and a quarter hole in the center, and this fits on the square top of the brake staff, and is fastened on above by a nut and washer. The brake head consists of this hub, the spokes, and the rim, or hand hold, all being in one piece, and of cast iron.

There were certain flaws discoverable in the metal, caused by air bubbles, slag, or other foreign matter in the puddle of the casting. It was an imperfect brake head. The examination did not disclose, however, that any of the flaws or imperfections came to the surface of the iron when the brake head was in its whole state, but the same were revealed upon the broken surface which, also, disclosed granular and crystalline formations in the metal, showing it to be coarse and brittle. The brake head was broken into six or seven pieces, —possibly all by the original breaking, but some of them more likely by the fall upon the rail or frozen ground after the first breaking.

From the appearance of the breaks, and the testimony as to the fact and manner of the inspection of the machinery and brakes of the cars of said train No. 19 before leaving St. Albans, the Board finds that the cause of this accident was the imperfect metal of which this brake head was composed, and that the flaws in its moulding would not have been discovered upon a careful test made before life or limb was exposed by it.

The car was a Rome, Watertown & Ogdensburg car, No. 8031, marked "O. W. Shipman Line," and it was destined over the Montpelier & Wells River Railroad.

No question of jurisdiction was raised by any parties appearing.

By the Board,

ALFRED E. WATSON, *Clerk.*

OPEN SWITCH DERAILMENT AT ROXBURY,

MAY 31ST, 1893.

In the Matter of the Derailment on the Central Vermont Railroad at Roxbury, May 31st, 1893, resulting Fatally to Engineer Orren R. Kirk of St. Albans.

Testimony was taken in this case at length before Commissioner Pingree at St. Albans, June 1st instant, upon notice to the State's Attorney of Washington County, the railroad company and the widow of the deceased, and investigation was had by the Board at Roxbury, the day following, when further testimony was there taken and the premises were examined.

There were present at the investigation Commissioners Pingree and Davison, and State's Attorney Zed S. Stanton. The railroad company was represented at the St. Albans inquiry by C. W. Witters, Attorney, and at Roxbury by E. D. Nash, Train-Master.

The testimony taken and the inspection of the premises establish the facts of the case to be as follows:—

Upon the main line of the Central Vermont Railroad, 57 rails south of the depot at Roxbury, there is a crank switch leading from the middle track, so called, to the main line, and about $3\frac{1}{2}$ rails farther north of this main line switch is a lever switch leading from the easterly siding to the said middle track. At a point 13 rails north of said crank switch there is another main line crank switch leading from a siding on the west side of the main line. These two crank switches were provided with standard switch lights, each showing a

red and green light, and were in such position that, approached from a certain point on the main line, going south, they appear nearly in the same line of vision.

On the night of the accident, at about 10:40 P. M., train No. 13, a regular freight train, bound south, with 33 cars, having C. E. Preston, engineer, and O. C. Frazier, conductor, was side-tracked at Roxbury on the middle track, so called, for an extra freight train, engine No. 101, bound north, to come in on the main line and clear the switch first above mentioned.

The "extra" arrived at about the time above stated, and the head brakeman of No. 13 train, E. E. Shaw, set the lower crank switch over to the main line and No. 13 train started south. As this train was about to start out, it appears that Engineer Preston, who was then near the saloon of the "extra," asked Conductor Wm. A. Shannon of the latter train if he would close the switch after his train, No. 13, when it had drawn over it, and that Shannon said that he would.

It also appears that right after this, as train No. 13 was pulling along, Conductor Frazier also asked Shannon if he would see to the setting back of the switch after No. 13 train had gone, and that Shannon also told him that he would do so.

It further appears, and is found as a fact, that Shannon directed his rear brakeman, Joseph Shepard, to go down and set back this switch, and that Shepard went down for that purpose.

It also appears and is found, that Brakeman Shepard is a young man of 19 years of age; that he had been but five days in railroad service; and that he was unacquainted with the tracks and switches at Roxbury, having been on this trip but once before, and had no definite knowledge of the relations of these two switches, so near together, to the main line and the side tracks.

Shepard was not able, upon examining the switches with the Board by daylight, to testify which switch he undertook to change, but is positive in his testimony that he was unable

to lock the one that he worked at by reason of a defect in the lock which could not be pressed together so that it would lock properly.

It is also found that the lock at the main line switch was a perfect lock, and could be closed readily, but that it was found about ten minutes after the accident occurred in its place, through the staple, and the switch set for the side track as when left by the brakeman of train No. 13; while it is also found that the lock in the lever switch was defective in the same respect as Shepard says he found the one that he worked on and was unable to lock. This lock was on a switch connecting the two side tracks and not on the main line, and the defective lock was used as a hook is generally used,—to be put through the switch staple,—upon side-track switches.

It appears that Conductor Shannon, upon directing his brakeman to go and set back the switch, after train No. 13 drew out, did not see to it that he did so, but that he thereupon went up to the station for orders. And his brakeman, unskilled in the handling of switches, was sent to do this service, and was relied upon by his conductor to do it properly, who thereby adopted and made the responsibility his own.

Shepard went to the lever switch and did not go to the main line switch. He worked at it and left it fastened, but not locked for the reason stated, and hurried back to his train which was moving when he reached it. He testifies that he ran to the switch and ran back to his train. The main line switch was left as the brakeman of train No. 13 had left it.

The night express train, No. 67, consisting of nine cars, to wit: Mail, express, baggage, three day coaches and three sleeping cars, left Roxbury station at 2:13 A. M., and, having attained a speed of about fifteen miles per hour at this point, ran off at this open switch, derailing the four leading cars of the train and overturning the locomotive and the three forward cars.

Engineer O. R. Kirk of St. Albans was pinioned under the reverse lever of his engine in his cab. Both of his legs and

one arm were broken, and he was otherwise injured. He died at eight o'clock, the same morning, of the fatal injuries so received.

It is almost incredible that his fireman, H. A. Staples, who stood by him in the gangway, should have escaped unhurt.

Two day coaches and the three "sleepers" remained on the track, and no one but Engineer Kirk was injured.

The Board, in this case, as in some others that it has been called upon to investigate before, finds that this fatal accident was the result of the carelessness and neglect of duty,—not of one but of several,—either of whom duly observing the well-known rules of the service, or properly discharging the personal trust and responsibility assumed by himself, would have prevented all of the sad consequences which resulted.

Rule 76 of the "Rules and Regulations of the Train Department of the Central Vermont Railroad" provides as follows, viz. :—

"Conductors will be held responsible for the proper position and security of the switches changed by them or any man employed on their train. Whenever trainmen have occasion to open main line switches, the man opening the switch must remain and close it, and know personally that the main line is made perfectly secure after the trains for which the switch is opened have passed, either to the side track or main line. No excuse will be accepted for any omission to comply with this rule."

The Board finds that Conductor Frazier is at fault for allowing his train to pass on, after using this switch, until it was known to him that it was closed and made perfectly secure for main line trains from either direction.

Brakeman Shaw of train No. 13, who turned the switch for his train to pass out, was relieved of his literal duty under this rule by his engineer and conductor, whose arrangement with Conductor Shannon made it necessary for him to go forward with his train, or be left behind. Shaw cannot be blamed. He was subject to the orders of his train conductor.

Conductor Shannon of the extra freight train cannot be held blameless for this accident. He took upon himself voluntarily a duty and a grave responsibility which the rules of the service imposed upon Frazier. He sent Shepard to perform that duty and risked his judgment and skill to do it safely and without watching or taking any notice of his manner of doing this most delicate duty in the interest of the safety of life and property in the service. Shannon could, at least, have looked to see if the green light was displayed from the switch target, and he was neglectful of his plain duty in not doing so, as he was about to start his train for the north. If he had looked, he would have seen the red light telling him that the switch was wrong.

Shepard's heedlessness in the fatal blunder of working the wrong switch instead of the right one was the immediate cause of Engineer Kirk's death, and the only palliating circumstance which the Board can discover in respect to his conduct is found in the fact,—apparent upon a day's association with, and a careful examination and analysis of his capacity and experience for trusting such duties to him,—that he is not now competent for it, and he has not the intelligent capability adequate to become a trainman fit for this class of service.

The Board is reluctant to criticise the action of one who is not here to give his own account of the part that he took in the movement of his train up to the time of its derailment, yet it becomes its duty to report the fact that the danger signal, showing the red light, must have been plainly visible from the engineer's seat for the last sixty rods before it was reached.

Rule 13 of the code of rules above cited, reads as follows, viz. :—

“The engineer must direct his eye to the switch target as soon as it is in view, and be prepared to stop should it prove to be wrong. He will be held accountable for running his engine or train off a misplaced switch.”

Engineer Kirk might be able to give satisfactory explanation of his non-discovery of the misplaced switch, were he alive, and the Board forbears to assume that he would not do so.

By the Board,

ALFRED E. WATSON, *Clerk.*

REAR COLLISION NEAR STEVENS' SIDING IN GUILDHALL,

JULY 8TH, 1893.

*In the Matter of the Rear Collision on the Maine Central Railroad
near Stevens' Siding, in Guildhall, July 8th, 1893.*

The cause of this accident was investigated at Guildhall, January 24th, 1894.

There were present at the investigation Commissioners Pingree and Davison, Clerk Watson and a stenographer; Henry W. Lund, State's Attorney for Essex County, representing the State; and H. W. Waldron, Division Superintendent, and Irving W. Drew, Attorney, representing the Maine Central Railroad Company.

The testimony produced by the State's Attorney developed the facts of the accident to be as follows:—

The way freight train on the Maine Central Railroad, bound south, from Lime Ridge, P. Q., to Lancaster, N. H., July 8th, 1893, consisting of 25 freight cars, together with a combination,—passenger and baggage,—car on the rear, in which there were three passengers, stopped at Stevens' siding to take on a couple of cars. After this was done the engineer was unable to start the train forward, owing to the heavy grade, but he was obliged to back the train to a space of easier grade in order to get a start that would enable him to haul his train over the hill. While thus scoring for a start and headway to go forward, a special freight train consisting of 16 heavily

loaded cars, following from Beecher's Falls and destined also for Lancaster, collided with its rear, wrecking the combination car, and injuring, although not seriously, Mrs. Lizzie Henson and Miss Lillian Gray of Guildhall, passengers therein.

The Commissioners examined the scene of the collision and the situation of the grades, curves and tangents were pointed out to them by the parties and by trainmen who were present at the collision.

There is an open stretch of road north of Stevens' siding, terminating in a curve deflecting to the left, through a cut, at a point about 130 rods north of said siding, followed by another tangent of about 15 telegraph poles distance, extending north, over which space the view of an approaching train is clear.

It appears from the evidence adduced at the investigation that when the said way freight train stopped for the necessary work at said siding the conductor, Eugene L. Bartlett, sent the rear brakeman back to flag the train which he understood was following his train. The testimony shows that this flagman went back the distance of 17 telegraph poles, or 800 yards, and it was the intention of Conductor Bartlett to leave him to be picked up by the following train.

As soon as it was ascertained that said way freight train could not move forward from the siding, after taking in the two cars, the flagman was ordered further back, and he went on out of sight, beyond the curve, as the train backed.

The said train backed a distance of about thirty-five cars length, and before getting started forward the flagman came in sight upon the run, and the special train followed him around the curve while the "way freight" was attempting to start forward.

It appeared that the "special" was running on red flag signals displayed by the preceding train, which notified the station agents as it passed that a train was to follow, and it became the duty of the station agents to hold the following train until ten minutes had elapsed after the preceding train had left their respective stations.

The special train left North Stratford, N. H., about an hour after the "way freight" had passed there, and did not stop again, no flag being out at Maidstone, the only intervening station, until the place of collision, a distance of 16 miles from North Stratford.

The "way freight" meantime had stopped at Maidstone to do some shifting and was hindered in starting, owing to the up grade there, which, together with the long delay in taking in cars and the effort and backing to get a start at Stevens' siding, added much to the delay of this train and made it over an hour behind time, and this loss of time had been increasing since they left North Stratford.

No flag was out at Maidstone when the special train passed as the "way freight" had gone forward from there more than ten minutes before.

The "way freight" backed up as aforesaid, stopping with its rear within about 20 rods of the northerly cut and curve through which Flagman W. W. Morton had disappeared, and immediately began to start forward, but, before the slack of the train was fully taken up on the forward movement, the flagman was seen running towards it with the special train following him closely, and the collision in fact occurred before the rear cars of the forward train were started.

The flagman had been discovered by the engineer and conductor of the following train simultaneously, and brakes were called for and the flagman whistle was sounded. The engineer, by reversing his engine, applying the air brakes and opening the sand box, and the conductor and trainmen, by applying the hand brakes, made every effort possible to stop the train, but it was impossible to bring it to a full stop and avert the collision. The train was slowed down, however, so that its speed was only about four or five miles per hour and the collision occurred with results as stated above.

The Board finds:—

1st. That the distance from the rear of the "way freight" to the flagman, after the backing of the train for a start com-

menced, was not kept open sufficiently to conform to the rule governing the action of trainmen in such a dangerous emergency.

The rule,—109—is as follows:—

“If it should be necessary to back a train, a man with a signal must be sent far enough in advance to guard against the *possibility* of an accident.”

The flagman should have had time to go and should have gone beyond the curve north of the north tangent referred to above, and to a point where he could cover a distance of seventeen telegraph poles or more, according to the grade and other possible conditions tending to increase the dangers incident to this unlooked for relation of the trains to each other on the road.

2nd. That there was error of judgment which led to the risk of stopping at Stevens' siding to take in other cars, without having previously dropped off a flagman far enough back to give sufficient warning to the following train to exercise special caution in its approach.

The engineer and conductor were familiar with the hard grade at Stevens' siding, the heavy load that was being hauled, their motive power and all other conditions bearing upon their ability to go forward after taking two more cars into their train there. If, in their judgment, there was any doubt of their ability to move forward readily, they should have taken the safe course and dropped off a flagman far back.

By the Board,

ALFRED E. WATSON, *Clerk.*

HEAD COLLISION NEAR NEWPORT,

JULY 23RD, 1893.

In the Matter of a Head Collision between a Freight and Passenger Train on the Passumpsic Division of the Boston and Maine Railroad near Newport, July 29th, 1893.

This case was inquired into by Commissioner Davison early in the month of January, 1894, and, from the nature of the accident, which involved a passenger train, an investigation was ordered and had at Newport, Jan. 23rd, 1894.

There were present Commissioners Pingree and Davison and Clerk Watson; Edwin A. Cook appeared in behalf of the State, representing State's Attorney Willard W. Miles, who was unable by reason of sickness to attend; and the railroad company appeared by its attorney, Jere E. Dickerman.

The place of the collision was examined and the testimony of witnesses was taken.

It appeared from the examination that the place of the collision was about two and a half miles north of Newport station, and upon a long tangent which terminated in a curve through a deep cut, about sixty rods north of the point of collision.

A bridge was up for repairs on the Canadian Pacific Railway at Newport, and the trains of that road, by an arrangement with the Boston and Maine Railroad, were hauled over the road of the latter from Newport to Lennoxville, and thence were sent around to the Canadian Pacific Railway line at Farnham, or Sutton Junction.

On July 29th, a Canadian Pacific special freight, destined west, was taken in charge by C. P. Chapman, a Boston and Maine locomotive engineer, detailed as pilot, with a wild order reading as follows, viz. :—

" BOSTON & MAINE RAILROAD,
PASSUMPSIC DIVISION.

LYNDONVILLE, July 29th, 1893.

Train Order No. 42.

Pilot Extra Frt. 393.

At Newport.

Run wild Newport to Lennoxville. Extra freight, engine 442, Gokey, conductor, and extra freight, engine 393, Chapman, pilot, will meet at Stanstead Junction.

"Correct" Folsom, *Supt.*, G. E. F., *Disp'r.*

Time,—3:32 P. M.

H. E. FOLSOM, Supt."

This order was received by Engineer Chapman at Newport. He took this special freight of the Canadian Pacific Railway, with its Canadian Pacific crew, reluctantly,—and after remonstrance and request for a Boston and Maine crew to man the same with him for the greater safety, and division of the responsibility,—and started north at 3:38 P. M.

A regular mixed train was scheduled to leave Stanstead Junction, six miles north of Newport, two minutes later for the latter station, and did in fact leave there at 3:43. This train consisted of engine, tender, a cold storage car and a combination passenger and baggage car with a crew of five men and fifteen passengers aboard.

The special was made up of engine, tender and sixteen freight cars.

These trains discovered each other approaching at about the same instant, and each made effort to stop. They were about one hundred rods apart as the engineers sighted each other,—the passenger train then being under a speed of about thirty miles an hour and the freight was under a speed of some twenty-four or twenty-five miles. The testimony tends to show that all possible effort was made on the part of the train crew of the passenger train to stop, but the air brakes upon the tender and the hand brakes of the combination car were their only appliances, aside from the reversing of the locomotive power and sanding of the track; while the only effort to stop the special freight was made by Pilot Chapman,

who reversed, called for brakes, and found the sand box closed and not usable, while the entire regular train crew of this train jumped to the ground at the first notice of danger.

The trains collided with destructive effect to both locomotives and tenders, wrecking six of the freight cars. None of the passengers were injured, beyond the fright and jostling received.

Pilot Chapman testified in the case,—in answer to the question, "Why did you start forward with your train from Newport when you knew this mixed train was due to leave Stanstead for Newport in two minutes?"

"I suppose I pulled out of Newport because I forgot that train; otherwise, should not have pulled out."

The Board finds that the mixed train was rightly on the road, and that its crew conducted themselves with due diligence to avert or diminish the danger when the same was imminent, and that Pilot Chapman improved all the means at his command to the same end, when the situation dawned upon him by the sight of the approaching mixed train, but that the cause of said collision is attributable to the neglect of said Chapman to give heed to a plain and simple rule of duty in the running of a train under a wild order,—to observe and follow the specific directions of the order and to keep off the time of all scheduled trains.

He was an engineer of thirteen years experience in the cab, and was familiar with the schedule of the regular trains of his road at these points, and had examined the Stanstead Junction leaving time of this train that afternoon, as he came down on the express from Lennoxville.

He states that the contention he had with the station agent just before drawing out of the Newport station was the probable occasion and cause of his forgetting the scheduled time of the mixed train.

Had this collision occurred sixty rods farther north, at the curve and cut, the results would most likely have been appalling in the casualties to the passengers and trainmen.

The mitigating circumstances presented for this gross and palpable heedlessness of a familiar duty appear whimsical when weighed in the scale of possible and probable results therefrom to the lives of travelers and trainmen.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT AT RUTLAND,

AUGUST 4TH, 1893.

In the Matter of the Fatal Accident to James Morris, on the Landon Grade Crossing in the City of Rutland, August 4th, 1893.

This case was investigated, upon due notice to the parties required by law to be notified, at Rutland, September 5th, 1893.

There were present at the investigation the full Board; Joseph C. Jones, State's Attorney for Rutland County, representing the State; C. W. Witters, Attorney, and F. W. Baldwin, General Superintendent, representing the Central Vermont Railroad Company; and P. M. Meldon, Geo. E. Lawrence, and T. W. Moloney, Attorneys, representing the relatives of the deceased. The father of the deceased was also present at the hearing.

The scene of the accident was examined by the Board and parties and the testimony of witnesses was taken.

The main facts touching the nature and circumstances of the accident are as follows, viz.: It occurred on the highway grade crossing in the City of Rutland, known as the "Landon Crossing." Other accidents have occurred here, and the Board in its report upon the Dewitt Germond accident of October 16th, 1890, commented upon the dangerous character of the same, and the statement of its nature and its effects upon that accident is equally applicable to this one.

The Board then reported as follows: "In connection with this case and the disposition of it, the Board is moved to say, that this crossing is, in its opinion, by far the most dangerous to highway travel of any in the State, and that to its dangerous character may be charged this accident, in a measure; and that, therefore, to a certain extent, the railroad company controlling the tracks at this point, and the citizens generally of the community where the accident occurred are more or less morally responsible for it, for it is clear to the Board, that by their action or intervention greater safeguards against accidents at this place should have been established long ago, and even careless or heedless travelers compelled to observe them."

Also, in the report upon the accident to Mrs. William Bragg at the same crossing, in October, 1890, the Board found,—“that this accident is, as a general proposition, chargeable to the very dangerous character of the crossing where it occurred.”

And the Board, three years ago, of its own motion, initiated proceedings to the end that this crossing might be abolished; which proceedings were supplemented by a petition of many citizens of Rutland, including the town and village officials, to the same end.

Hearings were had and orders were issued for the opening of an under-grade crossing on Pine Street, and for the abolishment of the “Landon Crossing.”

The circumstances growing out of conflicting interests and relations between the three railroad companies and the town, village and city corporations of Rutland, which were concerned in these changes, have unfortunately caused delays in hearings, and extensions of the time originally fixed for the execution of the order of the Board.

The fatal accident to James Morris on August 4th last occurred while he was crossing the tracks in company with J. E. Clauson. Mr. Clauson was driving his own team,—a horse and buggy, westerly, over the crossing, and, as he neared the first track, a train passed over the same, going

towards the depot. As soon as this train cleared the crossing, Clauson whipped up his horse to get over as quickly as possible. After he had crossed the first two tracks and reached the space between them and the next track,—about twenty feet, Morris, who sat at his left, exclaimed that the engine was coming. Morris sprang from the buggy to the track and was run over by the shifting engine and instantly killed.

There are eleven tracks at this crossing. The easterly one is called the "Mill track," the next one is the main line track of the Central Vermont Railroad, and the Delaware and Hudson Canal Company, and beyond the twenty feet space above noted, come switch and other tracks.

There are two flagmen on duty here; one to warn and protect travelers approaching the crossing from the westerly side, and the other to perform the same duty to highway travelers approaching it from the easterly side. These flagmen were both on duty at the time of this accident.

The shifting engine with several cars had just passed over the crossing towards the depot, and, before its return, a train of three or four cars had passed over the crossing on the main line in the same direction. Clauson and Morris, coming around the corner of the Landon block, discovered the "shifter" and its cars going up, and stopped. As soon as the crossing was uncovered they started forward, and, getting very near the mill track, saw the Ticonderoga train coming over the crossing on the main line and they stopped again. As soon as this train opened the crossing Mr. Clauson struck his horse for a quick run through the danger. Getting to the space between the main line track and the next one, or switch track, Morris discovered the shifter returning to re-cross in front of them, and gathered and sprang from the buggy, alighting face downward upon the track in front of the engine. Clauson at the same time seeing the danger, whipped his horse, already upon the run, and got over the crossing upon the jump, saving his life and team. The motion of the team evidently contributed to upset Morris' calculations for jumping to the ground safely, and before

he could gather himself up and get off the track the locomotive struck and passed over him across the center of his body.

It appears quite likely that his forehead struck the plank-ing, or that he was in some way momentarily stunned or bewildered.

Clauson stopped his team within four rods from this track and the "shifter" was stopped within its length beyond the crossing.

Flagman Foster testified that he flagged this team to wait when the "shifter" was about to pass over the crossing towards the depot, and that he did not signal it forward, because the "shifter" was to return directly.

Clauson testified that he paid no attention to the flagman, but kept his eyes on the movement of the cars and his team, and that his horse was a spirited animal, hard bitted, afraid of the cars, and difficult to hold when frightened. He had the courage and skill to manage his horse safely in this perilous place and emergency, relying wholly upon his own watchfulness of the movements of the trains. He testified that Foster motioned him forward when he first stopped opposite the Landon block, and he started along, but was stopped by the "Ti." train coming along, and, after this train passed, that he did not see the flagman but looked out for the trains himself.

If Morris had remained in the buggy with Clauson, he would not have been injured, although this did not, at the supreme moment of danger, appear so to him.

The Board finds that the immediate cause of the accident was the misjudgment of Mr. Morris, under the circumstances and elements of danger surrounding him, in jumping from the buggy in which he was riding.

By the Board,

ALFRED E. WATSON, *Clerk.*

WRECK AT CHILDS' BRIDGE IN WALLINGFORD,

SEPTEMBER 6TH, 1893.

In the Matter of the Wreck at Childs' Bridge in Wallingford, on the Bennington and Rutland Railway, September 6th, 1893.

Preliminary inquiry was made as to the cause of this accident, on the morning of its occurrence, by Commissioners Davison and Bagley, and facts were developed which called for a formal investigation by the full Board. An investigation was also sought by the officials of the railway company, and the same was had at Rutland, September 22d, 1893.

There were present at the investigation the full Board with its clerk and a stenographer; J. C. Jones, State's Attorney for Rutland County, representing the State; and M. S. Colburn, Managing Director, and E. D. Bennett, Superintendent, representing the Bennington and Rutland Railway Company.

The testimony adduced at the investigation established the following facts, viz.:—

This was a Howe truss, through bridge of single span,—107 feet in length over all,—with ten panels of about 10 feet each, spanning the Otter Creek. It was about 12 feet above the bed of the stream, and was known as the "Childs Bridge." It was erected in 1890. The material of which it was constructed was "long leaf pine." The bottom chords consisted of four pieces of hard pine, 6x14 inches. There were two track stringers under each rail, also of hard pine, each 7x12 inches. The floor beams were spruce, each 8x14 inches, and there were four to each panel. The whole floor system was modern and was thoroughly made, the guard rails being well bolted and gained to the ties. The floor timbers were suspended at each end by $1\frac{1}{8}$ inch bolts and one $1\frac{3}{4}$ inch bolt. At the ends of the bridge there were six $1\frac{3}{4}$ inch, and four $1\frac{1}{2}$ inch truss rods, calculated to sustain 400 tons. The main braces were each 10x10 inches, and the counters were each 7x8 inches, decreasing towards the center. The clear width of the bridge was 15 feet.

The testimony tended to establish the fact that the sustaining power of this bridge was 400 tons, and its factor of safety was 4.

It also appeared that the heaviest weight which rested upon that portion of the bridge which yielded under the train was considerably less than 80 tons.

It further appeared that the lateral braces would exert a strong sustaining power when called upon to do so, although not designed for that service. Also, that the track stringers were capable of bearing considerable weight, for short reaches, when the floor beams were removed from beneath them.

The night express train, bound north, at about 2:05 A. M., September 6, 1893, consisting of an engine and tender and six cars,—a mail, baggage and express, and smoking car, a day coach and two sleeping cars, all passed over the bridge in safety, except the rear "sleeper" which landed on the roadbed outside of the bridge, its rear end extending over the abutment and its rear trucks dropping to the river bed below. This car was otherwise partially wrecked by the rails at the north end of the bridge, which were forced up through its bottom and out at the rear end. This car was also detached by the shock and stopped here, while the rest of the train went forward about 500 feet and came to a stop without derailment, other than a part of the wheels of the next "sleeper" ahead, which, however, kept the roadbed and remained upright. These wheels were derailed by the shock, caused by the breaking of the strong couplings of the rear "sleeper," which forced them sideways.

A porter and a brakeman were in this rear "sleeper," but were uninjured. This car was an extra and was on the train for transfer at Rutland.

None of the passengers or trainmen sustained any injuries.

The trusses of the bridge were not damaged or moved out of line.

The examination of the wrecked bridge and car on the morning of the accident, and before anything had been dis-

turbed, developed the fact that the bridge had been feloniously tampered with by some person or persons, either with a purpose of robbery, upon the accomplishment of a complete wreck of the train, or of malicious or revengeful destruction of life, or property, or both.

The two panels at the south end of the bridge were found intact and all of the bolts and nuts were in place. In the third, fourth and fifth panels all of the nuts had been removed from the upper end of the sustaining bolts of the cross beams, on the east side of the bridge, and all but two in the sixth panel. Upon the west side of the bridge, six nuts had been removed in the third, all but one in the fourth and fifth, and all but three in the sixth panel.

The conclusion is irresistible, from the examination made by Commissioners Davison and Bagley as stated, as well as from the testimony of Bridge-Master Coomer and other mechanics who examined the details of the wreck, that these nuts had been removed that night preparatory to a destructive wreck of this train. Most of them were found lying upon the bridge timbers right where they were taken from the bolts. The screw threads at the ends of the bolts and the corresponding threads in the nuts were new and bright, and both were uninjured and perfect.

The night passenger train, bound south, had passed over this bridge between 12:05 and 12:10 o'clock, the same morning, and nothing unusual was noticed by any one.

Engineer Curtis of the derailed train noticed trouble on entering the bridge. It appeared to give away or settle under the weight of the engine. He applied the air brakes and reversed his engine, at once, and from a running speed of 40 to 45 miles an hour the train came to a full stop in about 500 feet.

The speed of the train, such supports as the lateral brace rods and the track stringers afforded, together with the friction of the tightly driven bolts through the bridge chords, and the strength of the few bolts remaining in the space covered by the four weakened panels, all made it possible for the

train to pass over to the last car before the track system fell to the river.

The structure began to sink gradually under the greater weight of the locomotive, and, being once started, it continued to yield still more readily under the lighter tonnage of the cars which followed, until the rear of the last car was about to leave the suspended track when the floor system of the bridge fell into the stream.

The Board finds that this bridge was of good construction and material, and that it was carefully looked after by Road and Bridge-Master Coomer and his assistants; and that its factor of safety was up to the standard for bridge construction until a recent date, although for the last few years the factor of 6 has been attained as the usual standard limit of safety in bridge engineering.

Effort was made at the investigation to ascertain a motive for an attempt to cause such a destruction to life as this came so near resulting in.

The location is nearly two miles from the village, and the farm houses are sparsely located between, and none very near the scene of the wreck. The place was reasonably well selected for the wreck, if the motive was robbery, and the hour of night was suitable, although the expectation of escape on the part of the criminals would not seem to be so rational.

No development was reached pointing to a probability that the deed was done out of a purpose of revenge, or mere maliciousness, but that it was the work of designing or revengeful criminals, or of an insane person, the Board is not in doubt.

By the Board, (.

ALFRED E. WATSON, *Clerk.*

REAR COLLISION AT LANESBORO',

OCTOBER 4TH, 1893.

In the Matter of the Rear Collision on the Montpelier and Wells River Railroad, at Lanesboro, October 4th, 1893, resulting Fatally to Brakeman Archie Sawyer.

Investigation as to the cause of this accident was had at Montpelier, October 6th, 1893.

There were present Commissioners Davison and Bagley of the Board; and W. A. Stowell, General Manager, and S. C. Shurtleff, Attorney, representing the railroad company. The State's Attorney for Washington County was notified, but was not present. Neither the father nor other relative or representative of the deceased was known to the Board and notified of the investigation.

The premises where the accident occurred were examined by the Board on the day before the investigation, and, from this examination and the testimony of the trainmen who were present at the time of the accident, the facts appear as follows:—

A freight train, consisting of sixteen cars and a caboose, drawn by two locomotives, was going east from Montpelier to Wells River, and arrived near the Lanesboro switch and siding at about 5.50 P. M., where it stopped in order to allow the head engine or "helper" to go forward upon the siding, and to let the other engine haul the train past on the main line, whereupon the "helper" was to return to the main line and push the train "over the hill."

The "helper" was detached from the train about three quarters of a mile east of the Lanesboro siding and went forward. Perley F. Powell, the fireman of this engine, set the switch to let the engine run upon the siding and remained there to set it back on the main line so that the train might pass along, and to let his own engine out on the main line again after the train had passed.

The "helper" was run in on the siding and stopped, and the engineer sounded the whistle for the train to move ahead. There was no switch light at this switch and it was quite dark, and Fireman Powell was depended upon by his engineer to have the switch rightly set for the main line.

The train came along and the engine, tender and eight cars took the siding, the rest of the train keeping the main line. Two cars were derailed at the switch. The engine and cars which took the siding collided, while at a speed of about eight or ten miles per hour, with the "helper" which stood there, driving it forward fifteen or twenty rods.

Archie Sawyer, the forward brakeman, was riding on a coal car next behind the tender of the regular engine. The next car behind this,—a flat car,—was forced forward and upward by the collision, so as to strike and crush Brakeman Sawyer as he was standing at his place on the rear end of his car. He was instantly killed. One engine and several cars were damaged.

It appears that all of the cars of the train followed the engine upon the siding until the seventh car was reached, and that the forward trucks of this car also took the siding, while its rear trucks took the main line and came to the ties on the main line. The forward trucks of the 8th car were derailed, also, while its rear trucks remained on the iron, both trucks being on the main line roadway. The rest of the train was on the main line.

The switch was set for the main line and was in perfect condition.

The slight damage to engines and rolling stock, and the full stop of the train in a run of two hundred feet after the collision, indicate that the speed of the train was not high when the switch was first discovered wrong by Engineer Paige and his fireman of the regular engine. This engine was instantly reversed and the whistle for brakes was sounded. Both the engineer and fireman remained on the engine.

The examination of the switch disclosed that its condition and working were perfect. Its targets worked unerringly

with the switch. The switch was found securely set for the main line after the accident happened.

Fireman Powell was standing at the switch when the helping engine passed over it to the siding, and until the wreck was accomplished.

There is no escape from the conclusion that Powell had neglected to set this switch back to the main line after the "helper" passed over it to the siding, and that as soon as he realized his blunder by the train following in on the siding, he set the switch over to the main line under the 7th car, after its forward trucks had passed over it, and before the hind trucks reached it, thus leaving this car with one end on the side track and the other on the main line roadbed.

Such is the only reasonable conclusion that the Board can deduce from the condition of the premises, the circumstances and testimony in the case.

By the Board,

ALFRED E. WATSON, *Clerk.*

OPEN SWITCH DERAILMENT AT WHITE RIVER JUNCTION,

OCTOBER 10TH, 1893.

In the Matter of the Open Switch Derailment, on the Passumpsic Division of the Boston & Maine Railroad, at White River Junction, October 10th, 1893.

Preliminary inquiry as to the cause of this accident was made by Clerk Watson, and testimony was taken directly after it occurred, and an investigation followed, upon due notice, October 25th, 1893, at White River Junction.

There were present Commissioners Pingree and Bagley and Clerk Watson; F. C. Southgate, State's Attorney for Windsor County, representing the State; and Harley E. Folsom, Division Superintendent, representing the Boston & Maine Railroad.

The premises of the derailment were examined and testimony of the trainmen and the yard switchman was taken at length.

It appears from the same that there is a long curve on an up grade, extending from the south end of the White river bridge on the said Passumpsic Division to the main line of the Concord Division of the Boston & Maine System, the distance on this curve being about 40 rods.

Upon the arrival of south bound trains destined over the Concord Division, the whistle for switches is customarily sounded before reaching the Junction when the incoming train is to go over the curve and on to the Concord Division; and before reaching this point the train comes to a full stop, to be assured that the mast-head signals in the yard at West Lebanon are set right to let it into the yard there, and that the switches at both ends of the curve are also right to let it go forward.

Finding these conditions favorable, the train goes forward under full steam, if a heavy train, around and up the curve, in order to get over the Connecticut river bridge without getting stalled.

At both the north and south end of the curve is a stub switch to set from the main line to the curve and back again to the main line,—the one at the north end connecting with the Passumpsic Division main line and that at the south end with the Concord Division main line. There are also three other switches of the same pattern near this one at the south end of the curve,—one for a cross-over track about two rods to the eastward of it, and another leading to the freight house track about six rods westerly of it, and the other a cross-over switch about six rods farther west, each being supplied with a regular target for day use and mounted with a red and green light for night use.

The high, iron, deck bridge over the Connecticut river is but about fifteen rods easterly of the southerly end of this curve.

October 10th instant, through freight No. 86, consisting of thirty-five loaded cars and a caboose, bound south over the

Passumpic Division of said railroad, and destined over the Concord Division, approached the Junction at 10:55 P. M., and came to a full stop about five rods north of the White river bridge, waiting there for the mast-head signal to go over the two bridges and into the West Lebanon yard. Finding the signal right, and also getting the motion from Switchman Edward C. Lebarron to come forward, Engineer Rooney proceeded under full steam to round the curve and make the up grade into the West Lebanon yard. When he got within about five rails length of the switch which would let his train on to the main track and thence over the bridge, he discovered that this switch was open. His train had now attained a speed of about twelve or fifteen miles an hour, under full steam, on the up grade and around the "Y," the distance from the starting point north of the White river bridge being about 75 rods.

Engineer Rooney immediately reversed his engine, applied the air brakes and jumped from his engine. He had no time to sound the whistle for brakes. His engine was on the ground when he jumped from it. He struck on his feet but was tumbled down, injuring one of his fingers, his right heel, and his head and face, although not seriously. Fireman Wood also jumped to the ground from his side of the engine at the same time and was uninjured.

The engine ran off on the ties but kept the roadbed and remained upright. The tender was disconnected from the engine and thrown partly down the bank. Three cars loaded with hay, flour and feed, respectively, were derailed and thrown down the bank or tipped over and damaged.

Switchman Lebarron voluntarily testified as a witness at the hearing. He was fully instructed by the Board that he was at liberty to decline to testify without any prejudice to himself in the case; and also was made to understand if he testified it was his privilege to decline to answer any question which might be asked him by any one, if he believed his answer would tend to inculcate himself as the one negligently or carelessly causing the accident.

Lebarron admitted that he had in his pocket while attending to his duties at these switches that night and at the time of the accident, a bottle of whiskey which had been given to him that evening by a stranger from the New Hampshire side of the river, but he denied having drank any of it until after the accident, when, he says, he drank it all at a single tip, because he "was so excited" and "to steady his nerves."

The testimony of other witnesses tended to show that he was the worse off for liquor at the time of the accident and before the time he claimed to have drank any.

Lebarron testified that he had frequently drank a half pint of clear whiskey at a time without being affected by it and that he had drank a pint in half an hour and continued to walk upright.

The Board finds, from its examination of the premises of the accident and from the testimony, that Lebarron neglected to set the switch leading from the "Y" to the Concord Division so as to let this train on to the main line of that division, but left it open;

That he set the switch at the north end of the "Y", to let the train on to the "Y", and then signaled Engineer Rooney to come forward, which he did, with the results above stated;

That in rounding the curve, the lights at the four switches above described, which are near together, could not readily be distinguished by the engineer until approached within a few rails length, and after the open switch was discovered all reasonable effort was made by the engineer to prevent or mollify the disaster;

That the cause of the accident and the direct responsibility for the consequences of the same are chargeable to gross carelessness, and neglect of duty on the part of Lebarron;

The Board further finds from the testimony, as to Lebarron's habits generally, and his conduct in respect to this accident, that he is an unfit person for such responsible service as he was here employed in by the railroad company.

By the Board,

ALFRED E. WATSON, *Clerk.*

OPEN SWITCH DERAILMENT ON BARRE MOUNTAIN,

NOVEMBER 29TH, 1893.

In the Matter of the Derailment of an Excursion Train on the Barre Railroad, November 29th, 1893.

This accident was inquired into December 8th, 1893, by Commissioner Pingree, as soon as notice of same was received, and an investigation was had by the Board at Montpelier, December 26th, 1893, due notice having been given to all parties entitled thereto.

There were present at the investigation the full Board; Zed S. Stanton, State's Attorney for Washington County, representing the State; W. A. Stowell, Managing Director, representing the railroad company; and John W. Gordon, Attorney, representing Fergus Cloran, a passenger who was injured in the derailment.

The scene of the accident was visited by the Board and others, and testimony was taken at Montpelier.

The examination and testimony tend to establish the facts and circumstances of the accident to be as follows:

A special train, consisting of a common coach and a baggage car, drawn by one of the company's engines, went from Barre village to take excursionists from the mountain to the village to attend an entertainment to be given at the village hall on the evening of November 29th ultimo.

The train was pushed up and around the summit of the mountain and to and past the various stations, for the receiving of passengers, the passenger car being next to the engine tender and the baggage car ahead as the train was pushed along. About twenty-five passengers were received, most of whom were in the passenger coach, there being but three or four passengers in the baggage car.

As the train was about to pass the last switch before completing the circuit of the mountain, both the forward brakeman and the engineer discovered simultaneously, that the

switch was set for the siding. Standing on this siding, about one rail length from the frog, and only sufficient to clear the main line, were two flat cars loaded with granite. The speed of the train was about eight miles per hour, and the grade was descending.

The forward car was supplied with a head-light which, shining upon the switch targets, disclosed to the trainmen as aforesaid that the switch was wrong. It was 6:25 o'clock P. M., and quite dark.

As soon as discovered, the brakeman on the forward end of the car set up his brake and jumped to the ground. At the same time the engineer reversed steam and sanded the rails. This prompt action in a perilous moment averted a most serious collision and probably saved fatalities. The baggage car collided with the stone cars.

The only person appearing from the testimony to have been injured was Fergus Cloran, whose jaw and hip were injured.

The cars were damaged but not wrecked. The prompt reversing of the engine and sanding of the track brought the train to a low speed before the collision with the granite cars, the engine holding back with sufficient force to pull the draw-bar of the passenger coach from its fastenings.

Immediately after the accident occurred, the switch was examined by the trainmen and others.

The testimony tends to show, and the Board finds, that the two stone cars were placed on this siding at 3:30 o'clock that same afternoon, being set in on it from the same direction that the excursion train came.

They were "dropped in" and the engine drew back; the switch was set for the main line and locked and the engine passed it;

That no other engine or train was on this part of the line until the excursion train came along and took the siding as above stated.

The testimony tends to show that an examination of the switch after the accident disclosed the fact that the switch lock and switch dog had been broken and the switch had been

set for the siding. A large coupling pin and a heavy fish plate were found near the broken switch with abrasions of the brass lock upon them.

Tracks were discovered in the snow by the switch, which could not have been made by the trainmen who last set and locked the switch after the stone cars were set in on the side-track.

The Board finds from the testimony presented and its examination of the premises, including the broken parts of the switch, and the coupling pin and fish plate, claimed to have been used in breaking the switch lock and guard, that this switch was properly set and locked, and left on the main line, at the time the stone cars were placed on this spur track, and that between that time and the coming that way of the excursion train the same had been violently broken from its fastenings and set over for the siding, as discovered when the excursion train came to it.

The Board is also of the opinion that the purpose of this action on the part of the party doing it was to wreck the excursion train. This train had been advertised four days, and its time and course were well understood by the public at the quarries.

By the Board,

ALFRED E. WATSON, Clerk.

HEAD COLLISION NEAR SOUTH SHAFTSBURY,

JANUARY 16TH, 1894.

In the Matter of the Head Collision between a Passenger Train and a Wreck Train, on the Bennington & Rutland Railway, near South Shaftsbury, January 16th, 1894, resulting Fatally to William Smith, Engineer, and E. J. Matteson, Brakeman, and in Injuries to others.

An investigation of the cause of this accident was had January 31st, 1894, at which there were present the full

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An investigation of the cause of this accident was had January 31st, 1894, at which there were present the full

Board; F. C. Archibald, State's Attorney for Bennington County, representing the State; E. D. Bennett, Superintendent, and James K. Batchelder, Attorney, representing the Bennington and Rutland Railway Company; Henry A. Johnson, Attorney for the Fitchburg Railroad Company; and John Smith, father of William Smith, deceased.

The scene of the accident was examined and testimony was taken at Shaftsbury and South Shaftsbury.

The facts developed by the testimony are as follows:—

Regular passenger train No. 34, from Troy, N. Y., to Rutland, consisting of a locomotive, baggage car and two day coaches, with J. W. Chapin, conductor, and F. Vandervort, engineer, left North Bennington at 9:35 A. M., January 16th, 1894, under the following meeting order, viz.:—

"Meet Shufelt, extra three—Ex. 3—, at Shaftsbury. Forty—40—runs Shaftsbury to Sunderland ahead of thirty-four—34—."

This train went forward in due observance of its order, being ten minutes behind its regular schedule time. There were five passengers on board, and a train crew of five men.

Wreck train, Extra 3, a special, running on telegraphic orders, left Shaftsbury at 9 35 A. M., bound south, under the following order, viz.:—

"Run to South Shaftsbury to meet thirty-four—34—."

This train had been in service farther north, at South Wallingford, and was returning to North Bennington, and was duly running under its order given above.

The locomotive was backing the wreck car, which together made up the train, and the trainmen were C. A. Shufelt, conductor; William Smith, engineer; E. Whitman, fireman; and E. J. Matteson, brakeman.

It was densely foggy on the morning of the accident, in the valley through the town of Shaftsbury.

As train No. 34 was running at a speed of twenty-five miles an hour, about one mile north of South Shaftsbury station, Engineer Vandervort discovered Extra 3, just after it had rounded a curve and was about two hundred feet away,

coming towards him. He reversed his engine, applied the full power of his air brakes, cried to his fireman to jump and leaped to the ground himself just as the trains collided.

Conductor Shufelt of Extra 3 was standing on the front platform of the wreck car, and, discovering the danger, cried out to his brakeman, Matteson, who was inside the car, to jump, and jumped himself.

The trains collided, fatally injuring Engineer Smith and Brakeman Matteson, both of whom died the same day, and scalding and otherwise injuring Fireman Whitman, destroying the wreck car and damaging both engines, but derailing neither.

No injury was received by any of the passengers or trainmen, except as above stated, save injuries severe but not serious to Express Messenger Benson of train No. 34, and slight injuries to said Shufelt.

The cause of this accident is clearly attributable to the fatal blunder of J. H. Archer, who was acting as train dispatcher of the Bennington and Rutland Railway Company at the Bennington office.

He had issued the above recited orders to these respective trains approaching each other. He had ordered train No. 34 to meet Extra 3 at Shaftsbury, and had also ordered Extra 3 to meet train No. 34 at South Shaftsbury, a station five miles below.

Pursuant to their orders, the respective conductors and engineers of said two trains were justifiably on the road between Shaftsbury and South Shaftsbury as they were with their trains, and no blame attaches to them for the collision which occurred with the fatal results above set forth.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT NEAR LYNDONVILLE,

JANUARY 21ST, 1894.

In the Matter of the Fatal Accident to O. M. Wilmot, on the Passumpsic Division of the Boston and Maine Railroad, at Bugbee Bridge No. 1, in Burke, January 21st, 1894.

Preliminary inquiry as to the cause of this accident was made by Commissioner Davison, and report was made to the Board, March 1st, 1894, whereupon the Board considered that a public investigation should be had. Notices were thereupon issued and the case was publicly investigated at the Union House, Lyndonville, March 8th, 1894.

There were present at the investigation the full Board; H. E. Folsom, Division Superintendent, representing the Boston and Maine Railroad; and J. F. Shattuck, Administrator, representing the estate of O. M. Wilmot, deceased.

The State's Attorney of Caledonia County was duly notified but did not attend and was not represented at the investigation.

The testimony of witnesses was taken and the premises where the accident occurred were examined, from which the following facts are found:—

January 21st, 1894, an extra freight train, consisting of twenty-two cars, in charge of W. S. Eastman, conductor, and O. M. Wilmot, engineer, was running from Newport to Lyndonville, and when near the Summit, between Sutton and South Barton, a hot box was discovered on a car about the middle of the train, on the left side as the train was going. At first there appeared only smoke, but soon after the train left West Burke station the oil had ignited and a flame appeared.

The condition of this hot box was watched carefully by the engineer and other trainmen who sought to get through to Lyndonville before having to set the car out, or stopping their train on the main line to remedy the trouble. It was

watched by the engineer, fireman and rear brakeman, from time to time, as the train rounded the curves where they could see it.

At a point about eight rods north of Bugbee bridge No. 1, Engineer Wilmot left his seat in his cab and passed over to the fireman's side, and, taking hold of the iron handles on the engine and tender, stooped and leaned out on the left side of the train to look back to ascertain the condition of the then blazing hot box. It was 4:30 P. M. and they were then within three miles of Lyndonville, their destination. While leaning out and looking back, as stated, his engine passed through said Bugbee bridge No. 1, and as it did so the right side and back of his neck and head struck against the side of the bridge. The blow broke his neck and he fell between the side of the bridge and the guard timber, to the floor beams of the bridge.

The train was immediately stopped by the fireman and brakemen who went to Wilmot, at once, and found life extinct. His remains were taken on the train to Lyndonville where his family,—his widow and a daughter about thirteen years old, lived.

It is also found from the testimony and measurements taken that this bridge was rebuilt in the fall and winter of 1888-9, and that it was constructed so as to leave a clear space of but thirteen feet and half an inch between the sides, and that the truss timbers have become warped or sprung so that the clear space from inside to inside at the point where Wilmot's head struck the bridge is but twelve feet and eleven inches, although at some other points it is two or three inches wider.

The bridge is of the truss type and is called a "straining beam bridge." The height of the sides or truss above the floor beams, which are suspended by rods from the lower chords, is eight feet, seven and a half inches.

The platform of the tender is found to be eight feet and eleven and a quarter inches from side to side, which would leave a clear space between the same and the inner sides of the truss of the bridge of only two feet and half an inch, if the track ran in the middle of the bridge.

The Board finds, however, by actual measurements, that the clear space between the end of the platform where Mr. Wilmot's feet rested as he was looking back, and the inner side of the truss of the bridge was but one foot and nine and three quarters inches; and the clear space from the side of the window sill of the common passenger car to the side of the bridge truss at the top is one foot and two and three quarters inches, and that they are on the same level.

The Board finds that Engineer Wilmot, when struck and killed by said bridge, was acting in the line of his duty, and was observant and zealous for the safety of his train and for the forwarding of his work; and that his death was caused solely by reason of the insufficient space between the side of the engine and tender from which he leaned and the side of the bridge.

The Board finds further from the testimony and its examination and measurements of this bridge, and from its examination and testimony taken relative to Bugbee bridges Nos. 3, 4, 5 and 6, in said town of Burke,—all of said bridges being of the same construction and dimensions, and from testimony taken relative to a certain bridge in the town of Barnet, which was built at the same time that said Bugbee bridges were built, that all of said bridges are of less width than the requirements of the statute demand, and that the same are being used for the running of trains over them by said railroad corporation in violation of the laws of the State in reference to the width of railroad bridges.

Sec. 3418 of the Revised Laws, so far as the same relates to the width of bridges, is as follows:—

“All railroad bridges in this State shall, when built or rebuilt, be hereafter so constructed as to leave a clear space of not less than three feet between the inner sides of said bridges and the outer sides of all cars passing through the same.”

This section was amended by an act of the General Assembly of 1892,—See Act No. 13 of the session laws of that year,—making the minimum of clear space required by law between the inner sides of such bridges fifteen feet.

The Board finds, however, by actual measurements, that the clear space between the end of the platform where Mr. Wilmot's feet rested as he was looking back, and the inner side of the truss of the bridge was but one foot and nine and three quarters inches; and the clear space from the side of the window sill of the common passenger car to the side of the bridge truss at the top is one foot and two and three quarters inches, and that they are on the same level.

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The outside width of the widest cars is ten feet, and this would require a clear space of at least two feet and a half between the outside of the widest cars and the inner sides of all bridges.

The said Bugbee and Barnet bridges, although built in 1888 and 1889, do not comply with either the amended or the original statute.

The Board finds that said railroad corporation has not complied and is not complying with the requirements of the law in respect to its said bridges.

Accordingly, the Board hereby gives notice in writing to said Boston and Maine Railroad corporation, pursuant to the provisions of Section 7 of Act No. 23 of the Laws of 1886, entitled "An act to create a Board of Railroad Commissioners and to define and regulate its powers and duties," that it is operating its said railroad, in the use of said bridges, in violation of the laws of this State.

By the Board;

ALFRED E. WATSON, *Clerk.*

HEAD COLLISION AT SWANTON JUNCTION,

JANUARY 31ST, 1894.

In the Matter of the Butting Collision between Passenger Train No. 57 and Special Freight Train No. 113, on the Central Vermont Railroad at Swanton Junction, January 31st, 1894.

A public investigation of the cause of this accident was had at St. Albans and Swanton Junction, February 8th, 1894.

There were present Commissioners Pingree and Bagley, and Clerk Watson, of the Board of Railroad Commissioners; Otis N. Kelton, State's Attorney for Franklin County, repre-

senting the State; and Edward C. Smith, President, and C. W. Witters, Attorney, representing the Central Vermont Railroad Company.

The testimony developed the following facts and conditions, viz.:

Between St. Albans and Swanton Junction there is a double track which terminates as such at the latter point, and from thence onward run the Northern Division to Montreal and the Western Division to Ogdensburg. There is a cross-over track for the trains from, or destined over, either of these Divisions, so that they can go from one to the other, at this Junction, a few rods north of the station house there, with a standard split switch at the north end, and a semaphore signal at the station, visible at a distance of over half a mile on either of the tracks, northerly or southerly from it.

Train No. 4, running from St. Albans to Rouses Point, reached Swanton Junction at 7:36 A. M., on the morning of January 31st, 1894, and went forward at 7:41 A. M. Station Agent Charles B. Smith testified that he set the proper switch for it to depart, and then set it back after this train had passed over it. Train No. 57 on the Northern Division arrived from the north next, and Smith set the switch for this train. After it went forward, he set the switch for the Western Division train, which had not yet arrived, although it was then a little over-due, and also set the semaphore for the same train. No. 113, a special freight train, bound north over the Northern Division, had already arrived at said Junction and was just starting to go forward, when No. 57, the passenger train on the Western Division, then thirteen minutes late, arrived, and, the switch being set for the cross-over, it ran across to the easterly track on which was train No. 113. The engineer of the latter train seeing the passenger train approaching on the cross-over, reversed his engine with the result that, coupled with the effort of the engineer of No. 57 train to stop his train, the shock of the collision was not violent.

Engineer Meagan of train No. 57 discovered the switch wrong, after he had come around the curve at this point on the Western Division and some cars standing on the side track there, when within about a car's length of it, and while going at a speed of about 15 miles per hour. He instantly shut off steam, applied the air brakes to both the engine and train, and was in the act of reversing his engine when the collision occurred. He and his fireman stuck to their cab, and both were injured, although not seriously, as was also the express messenger. No one else on either train was injured, and the property damage was not large.

The escape from most serious results was very narrow in this accident, and this was made so by the active and intelligent efforts of a brave engineer who worked at his post, regardless of self and only "mindful of those in the cars behind 'him.'"

He saw the semaphore set right for his train, when 200 yards away, and he discovered the misplacement of the switch as soon as it was unmasked by the cars standing on the side track, and the snow ridge beside it,

Train No. 57 consisted of engine and tender, baggage and smoking car, and a day coach containing passengers.

The cause of this butting collision was easily found to be the wrong placing of the switch at the north end of the cross-over track. This switch is one of seven at this Junction, and it is called, locally, the "little switch," the others being switches of the standard height with targets of regulation size, while this one stands between the main track and a siding and has a short standard and small targets, which are below the bottom of the cars so that they may not be broken by contact with passing trains.

The high ridge of snow between the tracks near said "little switch" rendered it only partially visible from the semaphore stand, which is about thirty rods south of it, and it can not be seen from the train approaching it from Ogdensburg, when cars are standing on the side track west of it, until the engine is within one hundred feet or more from it.

It is in a most unfavorable position to be seen seasonably by engineers on the Western Division, under the conditions often found there. Had all of the surroundings been favorable at the time of this accident, the engineer of train No. 57 could have seen it in season to have stopped his train by it, and the station agent would have seen it from his station and set it right before setting the semaphore so as to invite train No. 57 forward. The top of the standard was visible to him but not the targets.

The station agent should have seen that the target of the switch was right and then have set the semaphore to correspond.

Rule No. 81 of the Rules and Regulations of the Central Vermont Railroad Company is in part as follows:—

"Station agents will be held strictly accountable for the proper position of switches at their stations, and must keep them locked on the main line when not actually in use on the side track. * * * * "These duties must be regularly performed just before the arrival of a passenger train."

Station Agent Smith testified that he set and left said switch right as soon as train No. 4 passed on from Swanton Junction, at 7:41 o'clock that morning, and that he had the certainty of having done so in mind when he set the semaphore for train No. 57 to come forward.

The testimony taken at the hearing shows that the previous night had been stormy and that the light snow had blown and drifted considerably; that one of the section men had been at work clearing the snow from the various switches and tracks that night; and that all four of the section men were at work in the morning at the time of the passing north of train No. 4, above mentioned.

There was contention at the hearing and abundance of irreconcilable testimony as to whether this switch was left wrong by the station agent, or by his assistant, on the one hand, or whether it was turned by some of the section men in their work of cleaning out the switches and left wrong by them, on the other.

It appears to the Board to be of less importance, in the performance of the duties under the statute, for it to determine which man or which set of men in the employ of the railroad company was immediately at fault in causing this accident and jeopardizing the lives of travelers and trainmen, than it is to ascertain and report the true cause of the same, although, when an investigation discloses with such reasonable certainty upon whom, personally, the fault rests that no danger of doing injustice is apparent from such definite finding, much exemplary and disciplinary good is believed to come to the public by directing the attention of the public, whether railroad men or not, to the careless or reckless acts of negligence, or commission, on the part of those holding so great control of the lives of others, as railroad employes do.

In this case the Board finds, beyond any question, that the cause of this dangerous collision arose from the carelessness and negligence of either the station agent, or one of the section men, having the use and control of this cross-over switch for the purposes of performing his respective duties as an employe of the railroad company.

And the Board recommends to the Central Vermont Railroad Company that said "little switch," be kept clear of the obstructions of snow ridges in the winter, north and south of it; and that the same be so kept open to view that it may at all times be plainly visible from the semaphore station, and also to the trains approaching from the Western Division; and that engineers approaching the same be instructed and held to approach said switch with the utmost caution from the north.

By the Board,

ALFRED E. WATSON, *Clerk.*

ROCK COLLISION NEAR MONTPELIER JUNCTION,

MARCH 12TH, 1894.

In the Matter of the Accident on the Central Vermont Railroad near Montpelier Junction, March 12th, 1894, resulting Fatally to Engineer P. C. McKenney, and in Injuries to other Persons.

This accident was inquired into by Commissioner Pingree at its scene, on the day of its occurrence, and a public investigation was appointed and had at Montpelier, March 20th, 1894.

There were present the full Board of Railroad Commissioners; Z. S. Stanton, State's Attorney for Washington County, representing the State; and F. W. Baldwin, General Superintendent, and other officers, representing the Central Vermont Railroad Company.

Testimony was taken and the place of the accident was examined.

The circumstances of the accident are as follows:—

Train No. 50,—the night express from New York and Boston to Montreal,—consisting of engine and six cars,—a mail, baggage, two day coaches and the Springfield and Boston "sleepers," bound north, came, close on time, into the rock cut a few rods north of No. 6 bridge over Dog river, in Berlin, about two miles east of Montpelier Junction, where without notice or warning to any of the train crew, the engine struck a large rock which had rolled upon the track from the south slope of the deep cut through which the railroad runs there.

The time was 2:30 o'clock A. M., the night was very dark, and the train was running at a speed of about thirty miles per hour.

The cut is 25 feet deep on the south side, and the slope consists of rock to within about eighteen inches or two feet of the top, where, a portion of the way, it is covered with earth which slopes upward and back from the top of the cut.

The rock formation of the walls consists of a conglomerate of quartz, talc, soap-stone and whetstone rock.

There were two large detached fragments of the ledge, mostly quartz rock, which had evidently slidden down with the softer mass of rock underlying them in the wall of the cut and then had rolled over it upon the track. The largest of these rocks was estimated to be of over twelve tons weight, and it lodged directly on the track. The other was less than half as large, and it apparently lodged on the south side of the track, while the debris of the softer rock filled the ditch and also extended over the south rail and upon the track.

The curvature of the track here is about five degrees to the left as the train ran, approaching from the tangent south of it.

The obstructions on the track would be invisible to the engineer, from his seat on the right side of his cab, as he was rounding the curve to the left, through said cut, until too close upon it to give time for any effort on his part to shut off steam, reverse his engine, or escape by jumping. The fireman was occupied at the time in shoveling coal into the fire-box, and saw nothing of the obstructions.

The smaller rock was struck and pushed to the left by the engine. The heavier one was pushed between eighty and ninety feet upon the track, when the locomotive, under the resisting force, turned to the right into the bank, wrecking it and the tender, and the mail and baggage car. The forward end of one of the day coaches was broken in, but the two "sleepers" remained on the rails and were not damaged.

Engineer Patrick C. McKenney of St. Albans was instantly killed; Fireman W. R. Simpson of St. Albans had a shoulder dislocated and was otherwise injured and bruised; Mail Route Agent W. S. Spaulding of Roxbury, and his associate agent, A. C. Smart of Concord, N. H., were injured,—the former severely but not seriously, the latter slightly.

Only one passenger appears from the testimony to have been injured,—O. A. Chapman of Hartford, Conn., whose hand was cut in breaking a window.

There were fifty passengers on board the train, and it seems providential that no passenger was injured by the effect of the collision,—a sudden stop from a speed of about thirty miles an hour, in going the length of a car and a half.

The escape of the fireman, mail route agents and baggage master with their lives, from such a complete wreck of the engine and cars in which they rode, is most remarkable.

An emergency train was sent down from Montpelier, and, by carrying by the wreck, the train proceeded on to St. Albans after a delay of about three hours.

The most favorable conditions for the inspection and examination of the walls of this cut, so as to be able to judge confidently as to the immediate cause of the slide of rock to the track, were gone when the mass was down.

The Board examined the situation as found at the investigation, and took the testimony of General Road-Master J. W. Shanks, Civil Engineer Robert H. Ford, Division Road-Master Martin Reidy, the section foreman and his trackmen.

The Board finds from their testimony that a circular had been issued this spring to the division road-masters of the system by General Road-Master Shanks, from which the following points are abstracted, viz :—

“CENTRAL VERMONT RAILROAD.

“GENERAL ROAD-MASTER'S OFFICE,

“CIRCULAR NO. I. ST. ALBANS, VT., March, 189—

“DEAR SIR:—

“I wish to call the attention of every section foreman and his men to the following important points:—

“First—The greatest care must be exercised in the management of your sections while the frost is coming out of the ground, as there is great danger of *land slides* and *washouts* at this season of the year.

"Second—Great care must be taken to prevent *rocks* from rolling down on to the track, as they have become loosened by the frost during the winter."

These directions were given to the section foremen by the division road-masters, and the testimony in this case tends to show, and the Board finds, that this rock cut was carefully examined on March 3rd last, as the thawing weather was on, and the frost was coming out, and again on the 8th ultimo, and that Division Road-Master Reidy, and Section Foreman Smith were unable to discover anything about the same indicating any movement of the walls, or any of its parts, by reason of the action of the elements or otherwise, and that it was considered safe by them.

The last train passing this point was No. 67, the night express, bound south, which passed through the cut about two hours and ten minutes before the accident occurred.

The jar caused by the passing of that train might have precipitated the sliding out of this mass of rock from the wall of the cut, after the action of the frost had loosened it, and it is wholly possible that the immediate cause was the jarring of the wrecked train as it approached, the mass having been loosened by the freezing and thawing of percolating water in the interstices of the ledge.

The Board finds that the accident was caused by the giving away and sliding out of the softer rock of the wall of the cut, followed by the large rocks near the top of the ledge, which rolled over upon the track and wrecked the train colliding with it.

The Board is unable to find from the testimony before it, that there had been neglect on the part of the employes of the company to look diligently and with reasonable care and caution to the safety of the traveling public in respect to the condition of this rock cut, but is of the opinion that the action of the frost upon the water saturating this mixed rock formation so as to render its condition dangerous, was not discernible through the diligence and careful inspections which the testimony indicates had been made from time to time, and within a few days previous to the accident.

The Board is, however, of the opinion, upon examination of the rock formation of this ledge, and the narrowness and curvature of the cut, and the treacherous character of the rock, under the action of the elements upon it, as developed in this investigation, that special attention should be given to the testing of all its parts, and the removal of all portions of its walls from which any further sliding down is possible.

It was thought possible by the developments of the circumstances of this accident that, if night track walkers had passed over the track of this section immediately preceding passenger trains, the rock slide would have been discovered and the train seasonably warned and stopped. Inquiry upon this line of investigation was made at length, and, from all the testimony relating thereto and from communications since received by the Board, it appears and is found by the Board that the general practice of railroad companies in New England, since the displacement of the wrought iron by the heavy steel rails, has been not to keep up the old practice of night track walking by their section men, except in the emergency of floods, freshets, land slides, or special danger of washouts.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT AT HIGHGATE SPRINGS,

MARCH 14TH, 1894.

In the Matter of the Accident to James Eagan on the Central Vermont Railroad, near Highgate Springs, March 14th, 1894.

The cause of this accident was inquired into by Commissioner Pingree April 14th, A. D. 1894, and was investigated by the Board, May 15th following.

There were present at the investigation Commissioners Pingree and Bagley, and Clerk Watson, of the Board of Railroad Commissioners;

Otis N. Kelton, State's Attorney for Franklin County, appeared in behalf of the public; and the Central Vermont Railroad Company appeared by its general superintendent, F. W. Baldwin, and its attorney, C. W. Witters.

James Eagan, the party injured, appeared and testified voluntarily.

The investigation developed the circumstances of the accident to be as follows, viz.:

The train known as the "Canada way freight," on time (4:30 P. M.) at Highgate Springs, March 14th, 1894, was called to set three of its empty cars upon the lime kiln side track and run them up to the lime kilns, about three-fourths of a mile from the main track.

Leaving the switch on this spur track, the grade is quite sharp in descent for about ten rods in to the lowest part, and then it becomes ascending and sharp for the next fifteen or twenty rods, and over this up grade the curvature is also quite sharp to near the top of the same, where it becomes nearly level for the rest of the distance toward the kilns.

The roadbed over the up grade and curve is built quite high and is deeply ditched at the sides on account of the moist soil through which it is laid and of which it is largely built.

These three cars were first "staked out" from the main line upon the spur, after which they ran down the grade to the bottom by gravity.

The engine then followed down and "nosed on" to them to push them up the grade and onward to the lime kilns.

James Eagan was a brakeman and was on duty on the forward end of the car, farthest from the engine.

The engine "scored" once or twice to get sufficient momentum to push the cars up the steep grade and around the sharp curve, and, while so pushing them up, the forward trucks of the car he was on left the track to the right and outside the curve, and, after jumping over the ties for a short

distance, the car left the roadbed and plowed into the embankment across the ditch to the right.

The middle car was crowded off to the left and the third was also derailed.

Eagan, fearing his car was about to tip over, jumped or was thrown off to the left on the track side and landed on the roadbed between the rails.

He had not time to get off the track before he was struck by the trucks of one of the following cars and was pinioned down beneath them and his right leg was run over and cut off by the wheels.

The train crew went to work and released him at once and got him to the Warner Hospital in St. Albans in an hour from the time of his injury.

The testimony of the trainmen, the road-master, and the section men who had this spur track in charge, tended to prove that this track was in good condition, alignment and repair, and that the derailment was caused by the action of the frost, which was then coming out of the ground, and had undermined the surface of the roadbed, and, settling away below, had left the thick crust on the south side of the roadbed, which settled as the forward car was being pushed around the curve, causing its wheels to climb the right rail at a joint and derail the car.

It was in evidence that the train was not moving over six or seven miles an hour, and there was no testimony tending to show that there was any rough or improper handling of the train by the engineer.

The Board examined the premises after the taking of testimony of the witnesses as above stated. The condition of the roadbed and track had the appearance of being in as good condition, state of working order and construction as may be generally found on spur tracks for special and meager service, such as this was used for. The testimony tending to show that it was wholly unchanged from what it was at the time of the accident, aside from the action of the frost, was uncontradicted.

The finding of the Board, from the testimony and its examination is:

That the accident was caused by the action of the frost upon the outside of the curve of the roadbed, which undermined and let the southerly side of the track surface cant sufficiently to cause the derailment as the car was being pushed around the curve.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT AT WELLS RIVER,

APRIL 9TH, 1894.

In the Matter of the Accident to Hezekiah Ingerson on the Passumpsic Division of the Boston & Maine Railroad, at Wells River, April 9th, 1894.

This case was inquired into by Commissioner Davison on the 1st day of June, 1894, and upon consideration of the testimony taken by him, a public investigation was deemed advisable by the Board, and the same was ordered and held at Wells River, July 27th, and 31st, 1894.

There were present Commissioners Davison and Pingree; John H. Mimms, Stenographer; George L. Stow, State's Attorney for Orange County, representing the State; S. B. Page, Attorney, representing the Concord and Montreal Railroad Company; Jere Dickerman, Attorney, representing the Boston and Maine Railroad; and Mr. Ingerson, the injured party, was present and was improved as a witness by the State's Attorney.

The witnesses were examined, including the train crew of each of the trains operating in connection with the accident. The accident occurred at the south end of the Wells River

station yard, directly opposite the coal shed, and at the north end of the cattle pens. At this point there are two tracks, the main line and the freight station track. The grade in the vicinity of this point is descending toward the south ten and one-half feet to the mile, while the track opposite, and one hundred feet north of the freight station, is also descending in the same direction a little less than eight feet to the mile.

It appeared from the testimony that Hezekiah Ingerson, a drover, in company with Messrs. Ricker and Wyman, also drovers, and others assisting, were loading stock into the cars standing upon the stock track at the cattle yard, April 9th last, and were engaged at the time of the accident in driving the same over the gang plank or stock bridge used between the drive and car. This bridge was not wide enough to fill all the space between the sides of the driveway, and, while in the act of urging the stock forward, and keeping it in line for the car door, Ingerson's right foot rested on the floor of the driveway and between the edge of the bridge and its lower side. While in this position, some cars were shunted down from up the track, against those standing to receive stock next above the one being loaded, and the concussion drove the latter car down the track a little, crowding the bridge with it and catching Mr. Ingerson's foot between the bridge and the edge of the driveway, spraining the ankle and badly crushing the foot. From this injury he is still suffering.

There were some twenty or more cars standing on this cattle track, above the cars of the Boston and Maine Railroad, being loaded, and Conductor Wells of the Concord and Montreal train wished to take six of them out and over to Woodsville for use. He drew thirteen or fourteen of them up over the switch and shifted one over to track No. 1, and then uncoupled the five or six rear cars and let them run back down the cattle track by gravity, reserving the other six to take to Woodsville. There were still ten or twelve other cars standing on the cattle track, between the twelve or thirteen which Conductor Wells handled and the cattle cars being loaded.

The testimony was somewhat conflicting as to whether these cars were all standing together, or separated a little into two sections. It appeared and is found that Conductor Wells understood that these cars were set at the drive for loading, and, when he uncoupled and sent six cars down the cattle track towards them, he sent Brakeman Gannett on them to stop them at the proper place.

The four cattle cars were placed for loading, after the thirteen cars were hauled off the track by Conductor Wells, and in placing them at the bridge the cars still left on the track above them were shoved up a short distance to make room to place the third car from the stock train engine directly at the bridge for loading. It appeared that in so placing this car the other stock car, attached to and above it, had been coupled to the south car of this lot of cars standing there on the track, and that, after having placed the stock car for loading, and while the loading was going on, Brakeman Monroe of the stock train uncoupled the two stock cars next to the engine and went down on them over the switch while the second one from the engine was shunted up the main line to the stock train standing there. Monroe returned up the stock track siding with the other car, and immediately walked up to the end of the stock cars before set, uncoupled them from the cars so shoved up and began to set up the brakes on the first two of the latter, when, after having set up the brake on one, and having just begun to set the brake up on the other, the six cars dropped down this track from above as aforesaid, struck and moved them south a couple of feet or so and caused the injury to Mr. Ingerson.

The line of examination of the several witnesses by the eminent counsel present indicated the importance and materiality of the question whether these cars standing on the stock track, between those let down against them and the stock cars set for loading, had been properly secured by having the brakes set on them so that the dropping of the six cars against them, in the manner admitted by the trainmen of the Concord and Montreal Railroad, should not affect them

to the extent they were moved. Whether these standing cars were separated into two sections in the process of shoving them up to make way for locating the stock cars for loading, or were left coupled together or in contact, would seem to be of less consequence than the question of their being left with brakes securely set, whether in one section or two.

It appears in evidence which is not contradicted that, before there was any concussion from the motion of the six cars let down from above as stated, Brakeman Monroe of the stock train had set up one brake on the south end of the standing cars, and was in the act of winding up the one on the car next above it, when these cars were struck and knocked against the stock cars.

Brakeman Gannett, who rode down on the six cars to place them as stated, did not know that the stock cars below the standing cars were being loaded. Neither did he know, when guiding his section of cars down the track, that all the cars below him on the cattle track were not in close contact. Had he known that cattle were being loaded at the stock yard, he would not have allowed his section to bunt against the cars below him. He should have been advised and cautioned in this respect, since the slightest impact against this stock car, while the bridge was laid and the stock was passing over it, was not tolerable, while under ordinary conditions no such extra caution would be called for.

It is the opinion and the finding of the Board, that this accident was caused by the careless and negligent manner in which the six cars moved by the Concord and Montreal trainmen, were let down against the cars standing on the cattle track, which resulted in the moving down of the stock car that Mr. Ingerson was helping to load with stock, and in catching and crushing his foot as above stated.

By the Board,

ALFRED E. WATSON, *Clerk.*

NULHEGAN BRIDGE WRECK IN BLOOMFIELD,

APRIL 22ND, 1894.

In the Matter of the Nulhegan Bridge Wreck on the Grand Trunk Railway in Bloomfield, April 22nd, 1894, resulting Fatally to Thomas C. White, and in Injuries to two other Railway Employes.

Public investigation of the cause of this accident was had by the Board at Island Pond, and at the scene of the wreck, May 2nd, 3rd and 4th, and August 29th and 30th, 1894.

There appeared before the Board, Henry W. Lund, State's Attorney of Essex County, representing the State; George N. Dale, A. A. Strout and C. A. Hight, Attorneys, and E. P. Hannaford, Chief Engineer, representing the Grand Trunk Railway Company; and Zophar M. Mansur, Attorney, representing the relatives of the deceased victim of the accident.

From the testimony and the several inspections of the premises of the accident, it appears that a gravel train, consisting of twenty cars, bound east, was crossing the so called Nulhegan bridge in Bloomfield (which was a single span, link and pin, through bridge, of 110 feet in length) on April 22nd, 1894, going at the rate of about twelve miles per hour, and, as the locomotive came within a few feet of the eastern abutment, the bridge fell to the river bed, carrying with it the engine and three cars. The other cars, following in the train, came over the western abutment and piled upon the bridge and cars that went down with it. The engine was backing, and, as the bridge fell, the tender reached beyond the east end of the bridge, and, the coupling breaking, it did not go down with the engine.

The evidence shows that the first yielding of the bridge was at the up river corner of the east end, and that it was caused by the settling of the bridge rest and substructure on which it was placed. This bridge rest settling so as to leave the sustaining power on the down river corner of this end of the bridge, moved the bridge out of level, and it warped or

twisted to the right as the train was running and collapsed at once, tipping the engine to the right and dropping it to the bottom, nearly on its right side.

Brakeman Thomas C. White was found under the water, in the cab of the engine, dead. The fireman came up through the cab window and escaped death, although somewhat injured. The engineer also escaped in a similar way.

There were some twenty-five men on the train, in the caboose car at the rear. A mixed train had passed north over the bridge four hours before.

The stream was high, and its current immediately under the bridge is rapid, at freshet, by reason of the dam and sluice way located about 90 feet above, and built for the purpose of floating logs down the river.

There had been much rain and melting of snows on the broad flats and on the hills bordering them, during the day or more preceding the accident, and in addition to what otherwise might have been an ordinary spring freshet at this point, the Sherman-Eddy dam, located about three-quarters of a mile above, which had accumulated a large back flow of water, gave way on one of its wings during the night, and let down an unusual volume of water through the race way near the bridge, and its current at high flow ran quite directly against the up river and in stream corner of the east abutment of the bridge.

There was evidence tending to show that the water rose higher at this bridge by several feet than was ever known before, but the testimony on this point was contradictory. The Sherman-Eddy dam alluded to, and the sluice way just above the bridge, were built some eight years ago, for the purpose of facilitating the driving of logs in the river.

The easterly abutment was protected on both sides by wing walls; that on the up river side, as well, also, as the face wall of the abutment proper, rested on flag stones of from five to seven and a half feet in length, and from one and a quarter to two feet in thickness, and of varying width, and reaching back lengthwise under the wing and face walls which rested

on them. These flag stones rested, so far as could be discovered, on a rubbing of broken granite chips which appeared to be placed on the native gravel earth of the river margin or bottom, at the river end of the wing walls, and, at the face wall of the abutment, these flag stones rested from one to two feet below low water mark.

Seven of these flagstones, counting from the shore or rear end of the up river wing wall, were found to be in place as first laid. The eighth bottom or flag stone was found to be slightly canted down, and also toward the stream. The ninth flag stone had sunk down from the overlaying stone some eighteen inches, so as to leave an open space between it and the tier of stone above of some two and one-half feet in width, and this opening reached back under the wing wall six or seven feet. The flag stone between the one last referred to and the one at the end of the wing wall (which also formed the corner flag stone of the up river end of the face wall of the abutment) had settled and canted down the stream considerably, but it was so conditioned with the stones above it, that its inclination downward from a level could not be measured accurately at the inspection. The next flag stone was found to be settled and canted toward the stream. The one next below this one was a flag stone six and one-half feet in length, running back under the face wall and into the stone backing behind it, and this stone was canted toward the bed of the stream six or seven inches for each two and one-half feet of its length. The next flag stone down stream, of about five tons weight, had been taken out to develop a view of the foundation on which these flag stones were laid. The next flag stone, being the sixth down stream from the upper corner, was a long and wide stone, and canted into the stream three and one-half inches in two and a half feet of length, and canted up stream two inches in its width of a little less than two feet. The next stone was broken in two, the front half having settled eight inches from the top of the other half, and the front half was also canted up and towards the stream.

The Board finds further, that the down river portion of the face wall of the abutment, which is still standing, has leaned or canted bodily, and without displacement of the stone, in the up river direction, so as to leave a space, between its lower end and the wing wall joining on to it, six inches in width at top of the fourth course of stone from the flag stones, and eleven inches at the top of the part now standing. Upon applying the level it was found that this face wall was inclined up river bodily, without separating its layers, five eighths of an inch in two and one-half feet of its length.

There was also strong evidence of the inclination of the down river portion of the upper wing wall to settle and incline towards the settled and canting flag stones, although its disturbed condition, as found after the accident, forbids any affirmative finding on this point.

From the most careful examination that the Board could make of the abutment proper, it is of the opinion that there are no side face walls to it, but that the same consists of a river side face of fitted (hammered) stone, filled in behind it, and between the wing walls, with rough stone chips and earth, for the roadbed embankment.

The face front of the abutment was about $23\frac{1}{2}$ feet long on the flag stones, and its height above the same was 18 feet. The binding of the face wall to the stone filling behind it was neither systematic, extensive nor sufficiently strong for the holding of the wall firmly in place. This abutment face wall is built of face stone and binders, the former being about two feet deep, and the latter from four to seven feet long, reaching into the rough stone filling back of the wall.

There was no grouting or mortar in the fill behind the walls of the abutment. The subsiding and sloping in of the flag stones was most noticeable under the upper corner of the abutment, and under the upper corner of the bridge rest, and it, in fact, extended along under the walls for a space of ten feet or more.

The flag stones extended out riverward from the wing wall eighteen inches, and from the face wall about fifteen inches.

The upper portion of the face wall and a portion of the upper wing wall were tumbled down before the same were examined by the Board, probably at the time of the accident, and partly in the necessary work of placing a temporary bridge along by them, so as to facilitate the running of trains

From the testimony produced it appears that large quantities of lumber have been floated down this river from the towns of Lewis and Ferdinand, above this bridge, amounting to several millions of feet in each of several years. The river has been rendered navigable for the driving of logs at great expense, and the Sherman-Eddy dam above named was constructed for the purpose of accumulating water for floating these logs, and letting it out to hold the water-flow up evenly to float them down the stream.

From the dam and sluice way, through which these logs are run over the falls just above the Nulhegan bridge, they plunge directly towards and against the wing wall and the upper corner of the abutment, as before stated, and at times of flood they are driven by a violent current, sometimes endways, and sometimes deep beneath the surface, against the bottom of the abutment and its foundation, and, sometimes running higher are dashed against the corner, or farther back on the wing wall.

The testimony tends to show that, at the time of the accident and the giving away of the east wing of the Sherman-Eddy dam during the previous night, no considerable number of logs came down past the bridge, although there is evidence that a few long and heavy sticks of timber had floated down with some old logs and rubbish in this freshet.

To what extent, if any, this floating of lumber in years past, or the floating of anything at the time of the accident in this freshet, contributed to the settling down or falling of this abutment, does not appear to the Board to be a necessary matter for it to determine definitely in its investigation of the cause of this accident, for, if a standing menace and danger to its bridge has existed there for years, by reason of the lumber drives against it, and such source of danger was

removable by the action of the railway company, through legal proceedings, by direct abatement or otherwise, a question of negligence would still be involved which would appear to rest properly within the determination of the courts of law rather than with a commission.

Section 6th of the act creating a Board of Railroad Commissioners provides, that they shall "investigate the causes of any accident on a railroad resulting in the loss of life, * * * and make public their conclusions thereon."

If such investigation develops an immediate and direct cause of the accident, the Board would hardly feel justified in so extending the scope of its report as to embrace findings which were predicated on hypothetical or remote causes, concerning which the railroad company and the lumber company have direct interest, and in which the public are not interested.

From the testimony heard and its examination of the premises and the vicinity where the accident occurred, the Board finds, that said accident was directly caused by the settling of the up river corner, under the bridge rest, and a portion of the river front of the face wall of the easterly abutment of said bridge, and the falling in of the same towards the river, thereby causing the bridge structure to twist and drop to the bottom with its load of engine and cars, with the results above stated; and the Board also finds, that the settling and falling down of said abutment was caused by the washing out, or pounding out, of portions of the substructure of the flag stones and abutment of said bridge, or from both of said causes.

By the Board,

ALFRED E. WATSON, *Clerk*.

July 26, 1892.—Express train No. 57 ran into the rear of a special freight train near South Royalton. No personal injuries resulted, but there was some damage to rolling stock.

July 29, 1892.—Fred Gouldsbury of Barre, a farmer, had both legs cut off in attempting to board a train while in motion, at that point.

August 2, 1892.—Manual Garcia of Montpelier was struck by an engine while walking on the track near Barre station, and was killed.

August 5, 1892.—Pasquale Di Pietro, residence unknown, supposed to be a tramp, was instantly killed at Pittsford, being run over while sleeping under some side-tracked cars which special freight No. 18 had occasion to move there.

August 9, 1892.—Zephanah Cota, residence unknown, supposed to have been walking on the track, was overtaken by train and struck and instantly killed, about two miles from East Swanton.

August 18, 1892.—Joseph Levesque of Brattleboro, a brakeman, in attempting to pull coupling pin, slipped and fell and had both legs run over by the cars, at Brattleboro, requiring amputation of one.

August 24, 1892.—Lewis Cataw of White River Junction, brakeman, had his hand jammed while coupling freight cars at Windsor.

August 26, 1892.—E. Burrell of Bethel, freight brakeman, slipped and fell off in front of van and was run over and instantly killed, at Roxbury.

August 29, 1892.—J. Miner of Gardiner, Mass., freight brakeman, had his hand crushed while coupling cars at St. Albans.

September 13, 1892.—James Maher, a trespasser, while walking on the track near North Pownal, was struck by an engine and killed.

September 28, 1892.--Fred Stevens of London, England, tramping, tried to board a moving train at Ludlow. Had his left leg cut off above the knee and right leg and foot mangled. He had been previously ordered by the conductor to get off the train, but got on again between the cars and fell.

September 30, 1892.--Henry Obitan of St. Albans, while pushing some cars by hand in St. Albans yard, fell and was run over, both feet being cut off above the ankle. He died from the injuries sustained the same night.

October 16, 1892.--Clarence E. Coleman of Chester, fireman on special freight, while walking on top of the train at Proctorsville, fell between the cars and was run over and killed.

October 18, 1892.--Robert Shea of Whitehall, a trespasser, attempting to couple cars at Castleton, had his right arm broken and was otherwise seriously injured. Shea was a former employe of the Delaware and Hudson Canal Company, and voluntarily undertook to couple the cars without the knowledge of the trainmen, when he was injured as stated.

October 20, 1892.--Louis Donnelly of Rutland, fireman on No. 10 freight, fell from the running board of his engine, at Chester, and was run over. His right leg was mangled and he died from the injuries sustained, in the afternoon of the same day.

October 28, 1892.--Miss Addie Smith, a passenger on train No. 15, on the South Eastern Division of the Canadian Pacific Railway, got off a train while in motion at East Richford and sustained an injury to her hand.

November 3, 1892.--H. McEnany of St. Albans, a yard shifter, aged 18 years, fell from an engine while shifting in St. Albans yard, and had his arm and leg run over. He said that he had on rubber boots and his foot slipped so that he fell from the foot board on front of engine. He died from his injuries the next morning.

November 5, 1892.—C. H. Perry of Brushton, N. Y., freight brakeman in the employ of Central Vermont Railroad Company, while attempting to board a moving train at Alburgh Springs, fell beneath the cars and was run over and instantly killed.

November 7, 1892.—George Tart of Rutland, a section laborer about fifty years old, while walking on the track, was struck by a shifter in the Rutland yard and was killed.

November 14, 1892.—Theodore Laneer of St. Brigide, P. Q., laborer, aged seventeen years, had his head injured at Newport, by the door of one of the dump cars falling on the same.

November 17, 1892.—H. A. Penniman of Montpelier, in the employ of Montpelier and Wells River Railroad Company, started to light the head-light on his engine, when he slipped and fell, injuring his knees.

December 5, 1892.—Theodore Beaudry of Middlebury, laborer, fifty-six years old, while walking on the railroad track near Middlebury, was hit by passenger train No. 57 and had one foot cut off and received slight bruises about the head.

December 9, 1892.—H. W. McKinney, an employe of the Canadian Pacific Railway Company, while getting on to engine at Richford, had his right foot run over and badly crushed.

December 10, 1892.—H. A. Edgerly of Montpelier slipped and fell from his engine at the gravel pit on the Montpelier and Wells River Railroad, injuring his head and shoulder.

December 11, 1892.—Elmer Coffrin of Montpelier, a brakeman on the Montpelier and Wells River Railroad, was struck by the spout of the water tank at Plainfield, which was not of sufficient height to clear his head while standing on the top of a car, and was knocked to the ground, bruising his head and back. No bones were broken.

January 10, 1893.—An Italian laborer, designated as No. 5, while in the employ of the Central Vermont Railroad as a coal shoveler, attempted to board a moving engine at White River Junction, and fell under the wheels and had one leg crushed and the other broken, which injuries caused his death.

* *January 16, 1893.*—B. McGarrity of Rutland, a brakeman, aged 18 years, fell from his train at Arlington and had his foot run over. He attempted to jump from a load of coal in an open car to the platform of same, for the purpose of operating the brake, when he slipped and fell between the cars.

January 19, 1893.—C. D. Jewett of Lebanon, N. H., a stone mason, 65 years of age, while in the employ of the St. Johnsbury and Lake Champlain Railroad, at Walden, had his skull fractured by a falling stone and was instantly killed.

January 19, 1893.—H. Bedell, a yard brakeman in the employ of the Canadian Pacific Railway Company, slipped on the steps of a conductor's caboose at Newport, sustaining injuries to his back.

January 20, 1893.—S. E. Standish, a bridgeman, in the employ of the Boston and Maine Railroad, went into a baggage car of the Canadian Pacific Railway Company, at Newport, to put out a fire which had started from the bursting of a can of coal oil which had been placed on the stove to thaw out, and had his face and hands burned in extinguishing the flames.

January 22, 1893.—C. H. McCullough of Middlebury, a brakeman on the Central Vermont Railroad, while coupling cars at Georgia, had his right arm caught and crushed and one leg run over, which injuries caused his death in the afternoon of the same day.

January 24, 1893.—Charles Silver of Bennington, a brakeman, fell from the top of his train near Bennington, sustaining injuries from which he died in the afternoon of the next day.

January 25, 1893.—James Massa of Farnham, P. Q., a freight brakeman on the Canadian Pacific Railway, had his left hand caught between the drawbars and jammed, while coupling cars at Summit siding.

February 8, 1893.—E. B. Chase of East Richford, a commercial traveler, in attempting to get on a moving train at St. Johnsbury, slipped and fell and had his foot badly bruised and three toes broken.

February 14, 1893.—C. R. Atkinson of Farnham, P. Q., a brakeman on the Canadian Pacific Railway, while hanging out a tail lamp on his train, lost his balance and fell over the end of the van, sustaining injuries to his left hand and cuts and bruises.

February 19, 1893.—J. B. LaBounty, wife and son of Fairfield, while crossing the track on the St. Johnsbury and Lake Champlain Railroad at Fairfield, were thrown from a sleigh by the shying of the horse which Mr. LaBounty was driving. Mrs. LaBounty was seriously injured about the head, while Mr. LaBounty and son sustained only slight injuries.

February 22, 1893.—A snow plow being run by engines No. 14 and No. 28 on the Rutland Division of the Central Vermont Railroad, struck a snow drift near Ludlow which was so hard and deep that it tipped the plow over, injuring the leg of Division Road-Master Sheehan and the back and stomach of James Brown, section foreman.

February 28, 1893.—C. F. Blanchard of So. Barre, a brakeman on the Barre railroad, while coupling cars at Langdon station, was caught and had his collar bone broken.

March 18, 1893.—F. Wheeler of Bethel, a conductor on No. 17 freight train on the Central Vermont Railroad, fell from the top of a car at South Royalton, injuring his head so that he died at noon two days afterwards.

March 22, 1893.—Samuel O. Clark of East Richford, a farmer 45 years old, was struck on the highway grade crossing at East Richford by passenger train No. 14 on the Canadian Pacific Railway, and had his right elbow injured, his left side bruised and sustained slight bruises and scratches.

March 24, 1893.—Arthur Wilkie of Barton, a lad of 17 years, while climbing between the cars at Barton, had his foot caught between the drawbars and crushed.

March 25, 1893.—Edward Cloran, a section man in the employ of the Central Vermont Railroad Company, had his head cut and bruised, about a mile from West Hartford station. He states that he was walking along the track and discovered a loose nut and stopped to adjust it, and, while doing so, a train came along and hit him.

* *April 10, 1893.*—H. A. Woodbury of Northfield, a freight conductor on the Central Vermont Railroad, while standing on a high car was hit by an overhead bridge near Brooksville, sustaining injuries on the head.

April 15, 1893.—Dennis Long, a freight brakeman in the employ of the Central Vermont Railroad Company, while coupling cars at Windsor, had his arm caught and so badly jammed between the deadwoods that it required amputation above the elbow.

April 20, 1893.—F. E. McNulty of Lyndonville, a freight train conductor on the Passumpsic Division of the Boston and Maine Railroad, fell from the end of a car at Lyndonville and was run over and instantly killed.

* *April 21, 1893.*—E. M. Butler of Wardsboro, station agent on the Brattleboro and Whitehall Division of the Central Vermont Railroad, was caught between a car and skids at his station and had his right hip badly jammed.

May 1, 1893.—B. Bemis of Jonesville, a freight brakeman in the employ of the Central Vermont Railroad Company,

fell from freight train No. 14 at Northfield, and had his arm, head and body bruised.

May 20, 1893.—An Italian laborer known as No. 108, in the employ of the Central Vermont Railroad Company, fell under a car at St. Albans and had his legs and head jammed and cut so that he died five hours after the accident.

May 23, 1893.—M. Hanley of Waterbury, 65 years old, had his left arm cut off above the elbow and was otherwise bruised about the body. The report of the accident states that the man cannot give any particulars as to how he got hurt, but it is supposed that he was struck by some train.

June 16, 1893.—An unknown man, said to be a traveling umbrella mender, while walking too close to but outside the railroad track near Center Rutland, on the line of the Delaware and Hudson Canal Company, was struck by the engine of train No. 56 and was killed.

June 28, 1893.—Through freight train No. 5 on the Central Vermont Railroad collided with the rear of way freight No. 17 at Hartford station, doing considerable damage to rolling stock. The trainmen jumped from the trains in season to avoid injury. The cause of the collision was either the failure of the flagman of way freight No. 17 to go back far enough to protect the rear of his train, or the failure of the engineer of through freight train No. 5 to notice the flagman, and the semaphore which was up at that station.

**July 4, 1893.*—An unknown man, while lying on the track in an intoxicated condition, was run over by mixed train No. 17 at Mt. Holly and was instantly killed. His remains were taken in charge by the town authorities.

**July 4, 1893.*—Dan Cronan of Orwell, a farm laborer, while intoxicated, attempted to board a moving train at Leicester Junction, and had one leg and his side injured.

** July 5, 1893.*—Thomas O'Brien of Rutland, a laborer, reported to have been intoxicated and supposed to have been asleep on the track, was run over and instantly killed about two miles from Rutland on the Central Vermont Railroad.

July 23, 1893.—R. L. Holden, a brakeman on the Fitchburg Railroad, had a finger on his right hand split by being caught between the drawbars while coupling cars at Bellows Falls.

August 11, 1893.—Train No. 73 on the St. Johnsbury and Lake Champlain Railroad ran into the rear of train No. 75, which had stopped at a bridge about one mile east of Johnson to unload bridge material, and damaged the saloon and one box ear ahead and the colliding engine. This accident resulted from the failure of the conductor of No. 75 train to send back a flagman to properly protect the rear of his train.

August 18, 1893.—John Burke, a trespasser, lying on the track just south of the bridge at Wells River station, was run over and instantly killed.

September 8, 1893.—Sidney H. Tubbs of St. Albans, a fireman, jumped from his engine while in motion at Alburgh, to set a switch, and hit his head on the switch block, which rendered him unconscious, and in which state he remained, with lucid intervals, until his death resulted, September 16th.

** September 16, 1893.*—Edward Scarry of North Bennington, a laborer, trespassing on the track of the Bennington and Rutland Railway at North Bennington, had a leg cut off, which caused his death in a few minutes. The report states that he was supposed to have been intoxicated and to have lain down on the track.

October 10, 1893.—Johnnie Hennessey, a child five years of age, trespassing upon the railroad track in the yard at South Ryegate, was run over by train No. 1, which was doing shifting work in the yard.

**October 23, 1893.*—Victor Homister of Winooski, aged 16 years, jumped from a train while in motion near Winooski, and broke his arm.

**November 3, 1893.*—Passenger train No. 2 on the Brattleboro and Whitehall Division of the Central Vermont Railroad, was derailed by a misplaced switch at Townshend and E. H. Baldwin, engineer, and A. Shattuck, fireman, both of South Londonderry, were injured. Baldwin had a gash cut over his left eye and was injured in the hip and groin; Shattuck received a slight cut on his head and some flesh bruises.

**November 17, 1893.*—M. Fleming of Brattleboro, a brakeman on the New London Northern Division of the Central Vermont Railroad, had his right foot crushed while coupling cars at Brattleboro.

November 20, 1893.—Joel Bashaw of East Berkshire, a laborer 50 years of age, while attempting to board passenger train No. 50 at Enosburgh Falls, was thrown down and had his nose broken and left leg cut off. He was a passenger on the train and got off when it stopped at Enosburgh Falls station and did not attempt to get on until after the train had started to leave that station.

**November 25, 1893.*—William M. Hart of Rutland, a laborer, jumped from a moving train on the Central Vermont Railroad near Rutland, sustaining injuries about the head which caused his death. It is supposed that he attempted to leave the train at West Street crossing, as was his habit, and that he fell, striking his head in such a manner as to cause his death.

November 21, 1893.—M. Savage of Montpelier, a freight brakeman on the Central Vermont Railroad, fell from his train and was run over and instantly killed at St. Albans.

December 11, 1893.—P. F. Paro of Whitefield, N. H., a brakeman on the St. Johnsbury & Lake Champlain Railroad,

had his left arm badly bruised and lacerated while coupling cars at Wolcott. He died from the effects of his injuries, December 18th.

* *January 1, 1894.*—Joseph Paul of Brattleboro, a switchman in the employ of the Central Vermont Railroad Company, while walking on the track ahead of a backing train, for which he had just set the switch, was run over and sustained injuries from which he died the same evening.

* *January 9, 1894.*—Henry A. Staples of St. Albans, a fireman, aged 25 years, was struck by a bridge at Middlebury and instantly killed. His train had broken in two, and he stepped to the gangway of his engine and looked out and back, not noticing that he was approaching the bridge, by which he was struck and killed.

* *January 20, 1894.*—Daniel Nelson of West Pawlet, a farmer, in attempting to drive over a crossing ahead of a train at West Pawlet, was struck and sustained slight injuries upon the shoulder.

March 3, 1894.—John Donovan of St. Albans, a shifter in the St. Albans yard, aged 50 years, stepped in front of a shifting engine and was run over and instantly killed.

April 7, 1894.— — Faulkner, a tramp, while stealing a ride on freight train No. 17, fell from the train while in motion at East Granville, and was run over and instantly killed.

* *May 2, 1894.*—William Wilcox of Bennington, a draughtsman, aged 21 years, had one foot run over and crushed on the highway crossing at Bennington. He says he was walking in the highway and in crossing the track, stumbled and fell, which was the last he remembered until aroused by the train running over his foot.

May 10, 1894.—Phoebe Martin claimed to have been slightly injured at Newport. She was in a team with a driver who attempted to go over the highway grade crossing in Newport village, ahead of a Canadian Pacific Railway shunting engine. The team was being driven so fast that the gateman reported that he did not have time to lower the gate to stop it and the engine struck it. At the time, it was reported that there were no personal injuries.

May 13, 1894.—M. Mott, yard brakeman, had three fingers of his left hand crushed while coupling cars in Newport yard.

May 16, 1894.—Jerry Dolan of White River Junction, a laborer, about 70 years old, was caught in an ash pit at the round-house at that place by an engine and was run over and instantly killed. He had just assisted in turning the engine, but went directly back to the ash pit and commenced work therein, although he knew the engine would back out over it immediately. He was not seen by the engineer to go to the pit.

May 17, 1894.—Harvey Bean of East Hardwick, a day laborer, was struck by engine of train No. 6, while walking on the track at Hardwick, and had his left leg broken and sustained severe scalp wounds.

May 22, 1894.—Patrick Fox, a quarryman, temporarily residing at Graniteville, Vt., fell from freight train No. 2 on the Barre Railroad, while intoxicated, sustaining internal injuries from which he died the next day.

* *May 24, 1894.*—T. F. Breslin, a brakeman on the New London Division of the Central Vermont Railroad, fell from the top of a car while switching in the yard at Brattleboro, and had his head cut and hand hurt.

May 25, 1894.—Frank Hathaway of Ausable Forks, N. Y., a laborer, went under a car for shelter from rain, and while

there a shifting engine coupled on and moved the car, rolling him over and dislocating his hip and ankle.

* *May 29, 1894.*—Train No. 57 on the Brattleboro & Whitehall Division of the Central Vermont Railroad, was derailed at So. Londonderry station, and N. G. Taylor of Brattleboro and L. M. Carpenter of Newfane, passengers on the train, were slightly injured.

* *June 2, 1894.*—T. F. McGettrick of Rutland, a laborer, attempted to get on a moving train at that place at 12:15 A. M., and fell and had both legs cut off. He died from injuries sustained in the forenoon of the same day.

* *June 11, 1894.*—Alec Eustis of Brattleboro, a plumber, had the thumb and two fingers on his left hand taken off at Brattleboro, while trespassing on the track.

* *June 11, 1894.*—Charles Kennison, a trespasser, in attempting to board a moving train at Bellows Falls, fell under the wheels and had his left foot crushed.

* The result of the preliminary inquiries into these accidents has not yet been passed upon by the Board.

COMPLAINTS, PETITIONS AND DECISIONS.

COMPLAINT AND PETITION OF CITIZENS OF HYDE PARK.

SUBJECT:—INACCESSIBLE LOCATION OF PASSENGER DEPOT.

The report of the Board in this case, which incorporates the complaint and petition, and gives the proceedings had herein, is as follows:

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, June 25th, 1894.

In the Matter of the Petition for a Change in the Location of the Passenger Depot at Hyde Park Station, on the St. Johnsbury and Lake Champlain Railroad.

PETITION.

To the Honorable Railroad Commissioners of the State of Vermont.

The undersigned, residents of Hyde Park, business men, doing business with the Lamoille Valley, or St. Johnsbury & Lake Champlain Railroad, now operated by the Boston & Lowell Railroad Company, considering ourselves aggrieved, and the general public greatly incommoded by the location of the passenger depot, at this place, and believing that a change involving a very slight expense to the company would result in great benefit to this community as well as in greater security to the same and the general public, respectfully request that your honorable body take steps as soon as conveniently may be to examine and report upon the same; and if in your judgment such change is required by considerations of public safety and convenience, to order said depot to be removed from the south to the north side of the railroad track.

Hyde Park, December 21st, 1886.

Signed by Edward B. Sawyer and twenty-four others.

This complaint and petition was heard at Hyde Park, April 13th, 1894, when there were present Commissioners Pingree and Davison, and Clerk Watson of the Board of Railroad Com-

missioners; Col. E. B. Sawyer and Hon. Waldo Brigham representing the petitioners, while there were many of them present in person; and Col. H. E. Folsom, Superintendent, and E. H. Blossom, Assistant Superintendent, representing the St. Johnsbury and Lake Champlain Railroad Company.

The premises were examined and testimony was heard.

It appeared that before this railroad came under the management of the Boston & Maine Railroad corporation, which at present operates the same, and directly after the passage of the act constituting a Board of Railroad Commissioners, the petitioners in this case were moved to action resulting in the drawing up of the present petition to the Board.

The St. Johnsbury & Lake Champlain Railroad was at the time said petition was drawn up under the management of the Boston & Lowell Railroad Company.

The subject of the complaint and petition was presented informally to the management of the last named railroad company by the Hon. Carroll S. Page, and the following communications were received and placed in the hands of the petitioners, to wit:

BOSTON, Jan. 15th, 1887.

H. N. TURNER, Esq., G. F. A.

Dear Sir:—Referring to your favor of the 12th enclosing letter of Carroll S. Page to you, and your reply to me under even date, would say that there are so many stations needing attention upon the line of the Vermont division, more than that at Hyde Park that it seems to me the people there are a little unreasonable in asking us to make improvements at this time. We have ordered about steel enough to be delivered in the spring to complete the steel-railing of the St. Johnsbury & Lake Champlain road. We have thoroughly repaired two stations this past season and have rebuilt two, one very considerably; one is being built at Cambridge Junction at the present time. We shall be prepared to take up these matters of improvements in the different towns just as fast as the income of the road will warrant, but it will be utterly impossible for me to take them all in hand at once. I think the people on the line of that road ought to feel that we have given them better service than ever before; certainly safer and one that is constantly improving, and they can have in addition our promise to spend every cent of money and more than the road can earn in the next few years, in improvements along

their line, taking those places first that need the improvements most, and there are many as we are both aware that are a great deal worse off than Hyde Park.

I should certainly trust they would not feel it necessary to call us before the Railroad Commissioners when we are making the efforts we are for their accommodation.

Yours truly,

(Signed.)

C. S. MELLIN, *General Superintendent.*

BOSTON, Jan. 25th, 1887.

C. S. PAGE, *Hyde Park, Vermont.*

Dear Sir:—Referring once more to your letter relative to station service at your place, I beg to enclose letter from our General Superintendent, which will perhaps better explain the situation than for me to attempt to. I enclose it for you to make such use of as you deem best.

Yours respectfully,

(Signed.)

H. N. TURNER, *G. F. A.*

HYDE PARK, Jan. 27th, 1887.

COL. E. B. SAWYER, *representing petitioners.*

I enclose letter from managers Boston & Lowell Railroad. I am very glad to note a respectful hearing and believe they are not unmindful of the public demands. I have always found them gentlemen, and willing to do what they thought right. They evidently feel a little poor, just now, and want us to wait a while. Don't you think it would be well to let the matter slumber till some time when they are to be here personally.

Yours,

(Signed.)

C. S. PAGE.

Acting upon the suggestion contained in this correspondence, the petition was withheld from the Board until some considerable time after this railroad came under the management and control of the Boston & Maine Railroad corporation, and until July 16th, 1892, when the same was filed with the Board for its action, and thereupon being duly referred to said corporation on the 18th of said July.

It appeared that the subject matter of the complaint had not come to the knowledge of the officials of the Boston & Maine Railroad until the same was presented through the action of the Board.

After receipt of the copy of the complaint and petition, the following communications were received, to wit:

LYNDONVILLE, VT., July 20, 1892.

ALFRED E. WATSON, Esq., *Clerk Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Yours of the 18th, inclosing complaint and petition of citizens at Hyde Park. This is the first intimation I have ever had that the location of the passenger station there was unsatisfactory to the general public, and I am surprised that the attention of the company was not called to this matter in some way before submitting it to the Commissioners.

However, I will, at the first convenient opportunity, take the matter up with our Chief Engineer and after an examination of the premises will make a definite reply to the petitioners.

Yours truly,

(Signed.)

H. E. FOLSOM, *Superintendent.*

LYNDONVILLE, VT., August 8, 1892.

ALFRED E. WATSON, Esq., *Clerk Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Further replying to the petition of citizens at Hyde Park, in relation to moving the passenger station at that place.

I have recently looked over the premises there with Mr. Bissell, our Chief Engineer, at which time Col. Sawyer, Waldo Brigham and others of the petitioners were present, besides Gov. Page, who is one of our directors, and, of course, quite familiar with the situation there as any one.

The desire of the petitioners to avoid the grade crossing by moving the station to the village side of the railroad is certainly a natural and reasonable one, and if the contemplated change involved only the moving of this building the company would accede to the request immediately, but, as explained to those of the petitioners present, it necessitates a change in the main track through a part of the yard at least, and may interfere with the space now used for loading and unloading freight to such an extent as to require additional land for this purpose, and if so the expense would reach such figures that I could not urge our management to make the change just at present in view of the extraordinary expenditures being made upon the roadway this year, and which are manifestly of the highest importance to the public and the company alike. It was agreed with the petitioners that Mr. Bissell would have a survey made upon the basis of changing the main track and siding, as proposed, when

an estimate of the cost could be submitted to our managers and at the same time an explanation given of the advantages in the way of safety and convenience to both the company and its patrons.

It seemed to the company's representatives present very desirable to abolish the grade crossing now leading to the station whenever the change is made and we urged the petitioners, although unsuccessfully, to make this one of the considerations, which is surely not unreasonable, as the highway crosses by an overhead bridge only a few rods distant, and I am hopeful our request may be acceded to in this before the survey and plans are completed and the matter ready for submission.

Yours truly,

(Signed.)

H. E. FOLSOM, *Superintendent.*

After considerable delay the case was again called up by direction of the Board, and by a communication dated Dec. 23rd, 1892, to which the following replies were received:

LYNDONVILLE, VT., December 24, 1892.

A. E. WATSON, Esq., *Clerk Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Yours of the 23rd inst.

The matter of survey and plan at Hyde Park is with Mr. Bissell, our Chief Engineer, and I will again take the matter up with him and advise you a little later as to what progress has been made in that direction.

Yours truly,

(Signed.)

H. E. FOLSOM, *Superintendent.*

LYNDONVILLE, VT., March 6, 1893.

ALFRED E. WATSON, Esq., *Clerk Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Further replying to yours of 23rd of December in relation to the petition of citizens of Hyde Park for removal of passenger depot at that point to village side of the track.

As promised sometime since I send you plans of the yard at Hyde Park, one showing the tracks, station and all buildings as they now exist and another plan showing the changes as proposed by H. Bissell, Chief Engineer, and the company will make the changes proposed upon this plan provided the town will consent to abolish the grade crossing leading from the passenger station, as now located, to the village.

As stated in a former letter upon this subject we think the changing of this passenger station as proposed relieves the highway crossing at that

point to such an extent that the safety of travel in the highway requires that it now be abolished, and I trust the Board will see its way clear to so order in case they decide to take any further action in the request set forth by the petitioners.

Yours truly,

(Signed.)

H. E. Folsom, *Superintendent.*

Copies of these communications were duly referred to Col. E. B. Sawyer, representing the petitioners, from time to time as they were received, and the hope of a satisfactory arrangement of the case by the mutual action of the parties led to delay in demanding a hearing until the matter was called up by the Board for such disposition as would leave it in shape to be closed up for the Fourth Biennial Report on June 30th instant.

A hearing was insisted upon by the petitioners and was had as above stated.

The Board finds from its examination of the premises and the testimony presented that the passenger station at this point is one of large passenger and freight traffic, the ticket sales for the year ending March 31st last amounting to over \$4,000, and the freight receipts to over \$18,000.

There is considerable of the railroad business of North Hyde Park, Eden, Lowell and Belvidere done at this station; and there is a daily stage route across the county from North Troy, on the line of the Canadian Pacific Railway, a distance of thirty-five miles.

This village is also the county seat of Lamiolle county, and probate courts are held here.

It is a point of considerable resort for summer travel with an attractive and commodious hotel, two banks, a central school and a large trading mart for a country town.

The railroad tracks are low and near the foot of the street leading from the village, and all teams and foot passengers are obliged to cross the same to get to or return from the trains, except the small travel which is better convened in reaching the station from the south over the extension of the same street in the direction of Cady's Falls village.

It appears from the testimony that in the spring and autumn seasons, and at other times when there are heavy rains, the drift of the hill washes down in large quantities upon and near the track and the collection of mud at the grade crossing becomes almost impassable to the foot passenger.

It also appears that the side track at this station is on the north side of the main track and that the setting off on the same of freight trains frequently and from necessity, in the meeting of trains here and the prosecution of train work, obstructs the crossing to those going to or depart-

ing from the passenger station, so that the mail service as well as the traveling patrons of the company are often hindered and annoyed.

It also appears that the transfer of the passenger depot to the north side of the track would largely decrease the amount of public travel over this grade crossing and would reduce the danger to life and limb of the traveling public to a minimum.

The facilities for making the transfer of the depot prayed for by the petitioners are most favorable. The grounds are convenient for the location on the north side, and the access thereto for the public could be made most convenient, and, so far as the removal and re-location are concerned, the expense would be small.

The Board appreciates, however, the claim of the railroad company that a re-formation of its tracks will be necessitated by the change asked for which will involve considerable expense beyond the cost of the transfer and fitting up of the station house on the new site.

The Board appreciates, too, the successful effort and great outlay of money which the present management of this railroad has made in the last few years, in order to raise this formerly neglected and reproachful line to its present state of respectability and efficiency.

The great inconvenience, as well as public danger, however, which is manifest, under the conditions which have existed here for the past twenty years, and now exist, appears to the Board to make its recommendation for a change, as asked for, both reasonable and just.

And the Board, therefore, recommends to the St. Johnsbury & Lake Champlain Railroad Company that it do remove and change its passenger depot at Hyde Park from its present location to the northerly side of its track, for the better accommodation of its patrons and the greater safety of the public, and that the said removal and change be made and completed by the 1st day of December, A. D. 1894.

The delay in the publication of this report has been caused by an application for a re-hearing and the petitioners' delay in making answer to the same.

By the Board,

ALFRED E. WATSON, *Clerk.*

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, August 21, 1894.

In the Matter of the Petition for a Change in the Location of the Passenger Depot at Hyde Park Station, on the St. Johnsbury and Lake Champlain Railroad.

MODIFICATION OF RECOMMENDATION.

The recommendation of the Board in this case, dated June 25th, 1894, was duly referred by copy to the parties in in-

ing from the passenger station, so that the mail service as well as the traveling patrons of the company are often hindered and annoyed.

It also appears that the transfer of the passenger depot to the north side of the track would largely decrease the amount of public travel over this grade crossing and would reduce the danger to life and limb of the traveling public to a minimum.

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By the Board,

ALFRED E. WATSON, *Clerk.*

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, August 21, 1894.

In the Matter of the Petition for a Change in the Location of the Passenger Depot at Hyde Park Station, on the St. Johnsbury and Lake Champlain Railroad.

MODIFICATION OF RECOMMENDATION.

The recommendation of the Board in this case, dated June 25th, 1894, was duly referred by copy to the parties in in-

terest, whereupon the following request for an extension of time was received:

ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., July 2, 1894.

ALFRED E. WATSON, ESQ., *Clerk Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Referring to the recommendation of the Board in the matter of Hyde Park station.

In view of the pressure which we have been compelled to bring to bear in all departments to reduce our expenses during this year, in consequence of the materially reduced earnings and with an outlook which, up to this time, gives no indication of a return to normal conditions with better earnings, I most respectfully, yet earnestly, request the Board to so modify their decision as to allow the changes to be made and completed at any time prior to October 1st, 1895.

In urging this I will only refer to the fact that the proposed changes involve an expenditure of not less than \$1,000.00 and that the Board's decision appears to be based largely upon the *inconvenience* to which the public are subject, at that point.

Yours truly,

H. E. FOLSOM, *Superintendent.*

A copy of this request was thereupon referred to the petitioners, which elicited the following reply :

HYDE PARK, August 15, 1894.

To the Honorable Railroad Commissioners of Vermont.

Gents:—Referring to the application of the Boston & Maine Railroad Company for an extension of the time fixed by your recommendation for the change of the depot at this station, I have the honor to say, after full consultation with most of my co-petitioners and many other persons equally interested with the petitioners, that I find a most generous and accommodating spirit to prevail.

Our people ungrudgingly say this: That although they are unable to see any very valid reason for the extension of time asked for, yet, in that spirit of friendship which has always existed here towards this road, which may be said to have had its birth here, they are willing to make any reasonable concession which the present managers of the road think they have good reason for asking.

They, therefore, direct me to say, that upon the assurance of the managers to your honorable Board, that your recommendations shall be complied with and fully completed, on or before October 1st, 1895, without our people being put to further trouble or anxiety about it, they will gracefully consent to your extending the time for the completion of the change to that date, without resorting to a hearing before your honors upon the question.

Of course, the managers could not ask us to consent to such change without this assurance.

We will express the *hope* that the managers will avail themselves of the early spring of 1895 to make the change, as that season is, probably, the most favorable for doing the work; and that the work will be so done as to result in great mutual benefits to citizens and company.

I am, very respectfully yours,

EDWARD B. SAWYER, *for Petitioners.*

The consent of the petitioners was supplemented by the desired assurance of the railroad company as follows:

ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., August 13, 1894.

HON. S. E. PINGREE, *Chairman Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Further referring to the matter of the Order of the Board concerning Hyde Park station.

The reply of Col. Sawyer for the petitioners, upon the point of extending the limit of time within which the order could be complied with, was shown me before it was forwarded to the Board, and I am now authorized to promise compliance with the order provided this extension to October 1st, 1895, is conceded, which I understand to be satisfactory to the petitioners.

Yours truly,

H. E. FOLSOM, *Superintendent.*

Whereupon, the parties having mutually agreed upon the extension of time asked for by the railroad company, the recommendation of the Board in the premises, contained in its report herein, dated June 25th, 1894, is hereby so modified as to require that the same be complied with on or before October 1st, 1895.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF GROTON.

SUBJECT:—DANGEROUS HIGHWAY GRADE CROSSING.

The following report is deemed to be sufficiently explicit to show the action of the Board in this case :

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, September 13th, 1894.

In the Matter of the Complaint and Petition of the Citizens of Groton and Vicinity in Regard to the Dangerous Character of the so-called "Divol Highway Grade Crossing," on the Line of the Montpelier and Wells River Railroad, in the Town of Groton.

The following complaint and petition was filed with the Board October 5th, 1892 :

To the Honorable Board of Railroad Commissioners of the State of Vermont.

We, the undersigned citizens of the town of Groton and vicinity, respectfully request that you inquire, at as early a day as is practicable, as to the condition of the railroad grade crossing of the Montpelier and Wells River Railroad, in Groton, near the R. M. Harvey side track and at location of the late railroad accident on said road.

We most respectfully represent that said crossing is a very dangerous one and ask you to make order that said crossing be changed from a grade to an under-grade crossing.

GROTON, October 3, 1894.

J. R. DARLING, and 179 others.

The foregoing petition having been duly referred to said railroad company for its consideration and reply, it made the following answer by its general manager, W. A. Stowell :

MONTPELIER AND WELLS RIVER AND BARRE BRANCH RAILROADS.

W. A. STOWELL, General Manager.

MONTPELIER, VT., October 14, 1892.

ALFRED E. WATSON, Esq., *Clerk of Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—In reply to your letter of the 6th inst., in which you enclosed copy of a complaint of the citizens of Groton and vicinity in regard to a certain highway grade crossing, etc., requesting that said crossing be changed from a grade crossing to an under-grade crossing.

I will say; that I have had Mr. Foster, civil engineer, look the ground over and take measurements, with a view to removing the embankment on the north, or upper side of the highway so as to give a better view up the railway track as one approaches the crossing coming from the west part of the town. Also, measurements were taken and estimates made for the purpose of determining about what it would cost to change the grade crossing to an under-pass.

The amount of material to be removed in excavating and removing the embankment is about 100 cubic yards, which is principally boulders and hard pan—estimated to cost 75c. to \$1.00 per yard.

If "Under-pass" is put in between the present highway crossing and the railroad bridge, using the railroad bridge abutment for one side and putting in only one abutment for under-pass, it will require about 100 cubic yards of masonry, estimated to cost about \$4.50 a yard. Excavating for the under-pass will cost \$250 in addition to the masonry, making cost of not less than \$700. In addition to this, add cost of superstructure, \$300, or total of not less than \$1,000.

But, if under-pass is put in between present crossing and railroad bridge, can get only about nine and a half feet in height in the clear.

An under-pass might be put in on the upper side of the highway crossing by putting in two abutments and excavating some three or four hundred yards of boulders and hard pan and get some twelve or fourteen feet in height in the clear. This would cost in vicinity of \$2,000 or \$2,500.

I had levels taken for some distance both sides of the "Divol Crossing" and find that the grade of the railroad at that point is about eighty-five feet to the mile, therefore, we could not consider the question of raising the bridge or changing the grade.

I think if the embankment on the west side of the railroad was removed and graded into the highway so as to raise the highway on the west side of the track to an even grade with the track, that the crossing would be very much improved.

Yours truly,

(Signed.)

W. A. STOWELL, *General Manager.*

Thereupon a hearing upon this complaint and petition was held at Groton, December 1st, 1892, and at Montpelier, January 25th, 1893.

Present at each session the full Board. H. C. Bates appeared as attorney for the petitioners, many of whom also attended personally; the railroad company appeared by its attorney, S. C. Shurtleff and General Manager Stowell; the adjoining land owners were all notified, or filed with the Board their waiver of notice, at or after the hearing, and the Selectmen of Groton, who were petitioners, were notified and appeared at the hearing.

The premises were examined and the testimony of many witnesses was taken. The investigation presented the facts and condition of this crossing to be as follows, viz.:

The west branch of Wells River crosses under the track of this railroad, about forty-five feet easterly of this crossing, and is spanned by a Howe truss through bridge. The fall of the stream is rapid for a long distance above and below the bridge, and the noise of the waterflow over the rocky bed of the stream is loud on a high run.

The grade crossing is upon a considerable curve, which continues through and beyond the bridge, which stands fifteen feet from the ball of the rail to the bed of the stream. The grade is sharp, descending seventy-eight feet to the mile over the crossing and through the bridge. The highway from Orange to Groton over this crossing follows the river closely for a long distance above the railroad crossing.

The noise of the water over the river bed renders it difficult, especially in high water, for the engine whistle or bell to be audible to the traveler coming down to the crossing. The view of an approaching train from the west is wholly shut out to such travelers until they get very close to the track.

The obstructions, until since this petition was preferred, were sidetracked cars and piles of boards and other lumber, and an elevation of ground on the traveler's left, as he approached the railroad.

The highway gradually rises in the same direction until reaching track grade and then it descends quite a steep hill. This is a road over which much heavy teaming is done, loads of logs, wood, bark, sawn lumber, hay, etc., being hauled over the same. The grade crossing is one at which an accident, derailing an east bound train, would entail fearful consequences, since there would, most likely, be a plunge against the bridge and into the river. Several accidents have already occurred here—one fatal in this biennial term, and one within a few months killing cattle and partially derailing the locomotive hauling a mixed freight and passenger train.

An under-grade crossing is physically practicable. Its cost is variously estimated by parties examining it from \$1,223 to about \$2,000.

This railroad company is poor; its capital stock has realized no dividends since 1877, and only two and one-half per cent. that year. It was bonded for \$800,000, and for default of interest, bonds were foreclosed and the road was under a trusteeship for several years, when it was re-organized, and the face of the foreclosed bonds was made to constitute the capital stock. The net earnings have thus far been expended in permanent improvement of the roadway, the stock-holders realizing nothing.

The town of Groton has only a small grand list, being only \$3,915.63.

None of the petitioners who testified were aware that in any event the town could be made to bear any portion of the expense of building an under-grade crossing. It was assumed that the railroad company alone must bear the whole cost.

The Board is of opinion that this crossing should either be carried under the railroad track, or the obstructions to the view of trains approaching from the west should be removed.

The latter expedient would be much less expensive than the former, and would, in a large measure, reduce the danger to both highway and railroad travel. The Board considers it its duty in all cases in which hardship would not be entailed, to make such orders under the law for these changes in highway grade crossings as will promote and insure the highest measure of safety to the public, but where that cannot be attained without an outlay that would seem rigorous, in view of the financial condition of the parties on whom the law places the burden, it has adopted such changes by way of recommendations as may relieve the public danger in the most effectual manner practicable under the circumstances, though not always removing it entirely.

In this case the Board makes the following recommendations to the Montpelier and Wells River Railroad Company, viz.:

That said company do grade down the grounds in its yard on the northerly side of the highway, and the westerly side of its roadbed at said "Divol Crossing," and raise the grade of the highway adjacent thereto, so that, with the grading down of the knoll and premises in said yard, and the raising of said highway adjacent, an open and unobstructed view may be had of trains approaching said crossing from the west end of the curve above it, by travelers coming down the west branch road, toward the railroad track, for a clear distance of one hundred feet westerly of the center of the crossing.

And the Board also recommends to said company that its said yard shall be kept clear and free of all artificial obstructions to said view, such as logs, lumber, bark and wood piles.

And it is further recommended that the foregoing recommendations be complied with, and said premises be cleared of said obstructions by said railroad company on or before the 1st day of July, 1895.

By the Board,

ALFRED E. WATSON, *Clerk*.

COMPLAINT OF J. P. DOUGLASS.

SUBJECT:—LACK OF CARS FOR CONSIGNMENTS OF FREIGHT.

MIDDLEBURY, Oct. 18, 1892.

MR. L. G. BAGLEY, *Rutland, Vt.*

Dear Sir:—I write you as a member of the Railroad Commission to see if you can assist us in getting cars to ship our hay to market. This is getting to be a serious business with us. If cars are not forthcoming soon we shall have to suspend business altogether at a great loss. Our freight bills last year amounted to some six thousand dollars. If you are powerless to act in the matter the present Legislature should enact such laws as to prohibit this road from sending their cars west when

they are wanted here. Another grievance we have is the freights on hay cars to Boston being raised from thirty to thirty-two dollars, which we think uncalled for. Hoping you may render us some assistance we remain,

Yours, etc.,

(Signed.)

J. P. DOUGLASS.

This complaint, addressed to Commissioner Bagley, was submitted to the Board at its first regular meeting after being received by him, and thereupon a copy was duly referred to the Central Vermont Railroad for its answer, which was soon after received and is as follows, viz.:

CENTRAL VERMONT RAILROAD.

ST. ALBANS, VT., November 19, 1892.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

Dear Sir:—Referring to your favor of October 31st, covering complaint of J. P. Douglass, of Middlebury, Vt.

I beg to enclose herewith letter I have just received from our Freight Traffic Manager, Mr. Emerson, which I think fully covers the case.

Should you want anything more I shall be very happy to furnish anything we have on advice from you.

Truly yours,

(Signed.)

E. C. SMITH, *President.*

Enclosure.

CENTRAL VERMONT RAILROAD.

ST. ALBANS, VT., November 15, 1892.

MR. E. C. SMITH, *President, St. Albans, Vt.*

Dear Sir:—I return herewith communication from Mr. Watson of the Vermont Railroad Commission. In reply will say that there is no foundation in fact for complaint of Mr. Douglass. I find after personal investigation that Mr. Douglass has received his full share of cars furnished Middlebury station, and as to the alleged advance in rates nothing of the kind has taken place. We have simply restored the old established rate. Some time ago roads in territory contiguous to our line reduced their rates on hay to Boston and New England points, and in order to meet this competition (Canadian points), we were obliged under

the Interstate Law to reduce from intermediate points, which reduced rates were withdrawn some time since restoring the old tariff.

Yours truly,

(Signed.)

L. A. EMERSON, *Freight Traffic Manager.*

A copy of the answer of the railroad company was referred to the complainant with an inquiry, under date of November 21st, 1892, as to whether he desired a hearing upon his complaint. No reply being seasonably received, by direction of the Board, the following letter was written to the complainant:

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, December 23, 1892.

MR. J. P. DOUGLASS, *Middlebury, Vt.*

Dear Sir:—Referring to your complaint against the Central Vermont Railroad Company in October, 1892, and my letter dated the 21st ultimo, referring to you a copy of the answer of said railroad company, I am directed to write you again and request reply. If no answer is received from you, within a reasonable time, the case will be closed.

Yours very respectfully,

(Signed.)

ALFRED E. WATSON, *Clerk.*

Whereupon the following reply was received:

MIDDLEBURY, December 24, 1892.

MR. ALFRED E. WATSON, *Hartford.*

Dear Sir:—Yours of the 23d at hand. In reply will say that I was taken sick soon after you wrote me and am not able to get far from home now. Yet it is almost a forlorn hope to get any wrongs righted with this road. The worst robbery we have to submit to is over weights at Rutland. It is hard to get anything back. Did not know when I wrote you that it was necessary to have a public hearing, so we may as well drop it. Thanks for your good intention.

Yours,

(Signed.)

J. P. DOUGLASS.

Thereupon, the complainant not desiring a hearing in the premises, the case was ordered closed by the Board.

COMPLAINT OF ABRAM WILLIAMSON.

SUBJECT: OVERCHARGE IN FREIGHT RATES AND DISCRIMINATION IN
FURNISHING CARS TO SHIPPERS.

The following report of the Board fully outlines the proceedings had in this case :

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, April 5th, 1893.

*In the Matter of the Complaint of Abram Williamson against the
Central Vermont Railroad Company.*

This complaint was received on file December 5th, 1892, and a copy was duly referred to the respondent company, as follows :

MIDDLEBURY, VT., December 1, 1892.

To Railroad Commissioners, Montpelier, Vermont.

Gentlemen :—Allow me to ask you what can be done, if anything, with the railroad people in regard to their charging me for decks in full cars? Now, they advertise to transport cattle from here by the car-load, minimum weight, 20,000 pounds, and it is an impossibility to get in the weights; and for sheep or calves they call 17,000 pounds a car. This also is impossible to get in the allowance, and so I put in a deck in the aforesaid car, six foot or more, and they charge extra for that, and more than that, they "charge!" for it a different rate almost every week for the same number of feet.

Now, I would like to know if this is right or not, or, in other words, ought I not to be allowed to carry the amount they say in the same car when I am paying for a full car? They charge \$42.00 for cattle; \$37.70 for sheep, calves or hogs.

Will you be so kind as to inform me if anything can be done through you to have this matter made right? It looks to me as if they were trying to kill all producers in Vermont and to drive every one to the West, but perhaps I am in fault.

I have the bill to show what I have paid and am paying.

Respectfully yours,

A. WILLIAMSON.

Thereupon the defendant company filed the following answer :

CENTRAL VERMONT RAILROAD.

PRESIDENT'S OFFICE.

ST. ALBANS, VT., December 13th, 1892.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vermont.*

My Dear Sir:—I have your favor covering the complaint of A. Williamson of Middlebury, and beg to enclose herewith a letter I have received from our Traffic Manager, Mr. Emerson, which I believe fully and completely answers the complaint.

I may say to you that I have done my best to satisfy that man, and have gone so far as to direct Mr. Emerson to get a meeting of all the shippers of the line, and let us discuss among ourselves the matter of these rates, and have assured him that if there was anything wrong about them we would correct them. I am perfectly satisfied by examination of the tariffs that we are doing the work cheaper than any of the roads around us. A perusal of Mr. Emerson's letter will demonstrate this fact. I am sorry Mr. Williamson is unwilling to take the matter up man fashion and discuss it in the way I have suggested.

Truly yours,

(Signed.)

E. C. SMITH, *President.*

Enclosure.

CENTRAL VERMONT RAILROAD.

OFFICE OF L. A. EMERSON, FREIGHT TRAFFIC MANAGER.

ST. ALBANS, VT., December 10, 1892.

MR. E. C. SMITH, *President Central Vermont Railroad,*
St. Albans, Vermont.

Dear Sir:—Replying to your favor of the 7th, with enclosure from Mr. Watson of the Board of Railroad Commissioners, enclosing complaint of A. Williamson of Middlebury.

As regards weights complained of, I would refer the Honorable Board of Commissioners to Official Classification No. 10, adopted by and in effect on all roads from the Atlantic seaboard to the Missouri river. No. 10, the current classification, reads :

"Horses or mules, minimum weight, 20,000 pounds. Cattle, 25,000 pounds." The Central Vermont Railway realizing the necessity for a more liberal policy in handling this traffic, issued an amendment to the Classification reducing the minimum weight on cattle from 25,000, as

charged by all railways, to 20,000 pounds at 5th class rates, a reduction of twenty per cent. in the minimum weight.

"Cattle and calves in partially double deck cars, 25,000 pounds. Cattle and sheep in partially double deck cars the same."

Instead of changing the full minimum weight as required by official classification, we have given our stock shippers the privilege of using partially deck cars and charging proportionate rates, except, in case of a twenty-eight foot car we would make no extra charge. Cars of greater length, the charge is based on actual measurement of the portable or double deck used. If a ten foot partial deck is placed in a thirty foot car, we would make an additional charge of one-third of the single deck rate.

In this connection I desire to quote from exception to the Official Classification as adopted by the New York Central System; first on the Rome, Watertown & Ogdensburgh Lines.

"Live stock in carloads, released, between all stations on the R. W. & O. and points on connecting railways east of Buffalo, Black River and Suspension Bridge, also to all points east of Salamanca, Dunkirk, Wheeling and Pittsburg, rates will be on the following basis:

Cattle, 5th class—same as ours.

Hogs, 4th class—our rate 5th.

Calves, 3rd class—our rate 5th.

Sheep—3rd class—our rate 5th."

"Westbound shipments, released in full carloads to Buffalo, Black River, Suspension Bridge and points west:

Horses and mules, 2nd class—our rate 4th.

Cattle and other domestic animals, 3rd class—our rate 5th." All subject to weights of the Official Classification: 20,000 pounds, horses and mules—ours, 20,000 pounds. Cattle, 25,000 pounds—ours, 20,000.

As regards less than carloads shipments: Our classification weights are at least twenty per cent. less than those in effect on all roads using the Official Classification.

Reverting to the remarks of the complaint,—“It looks to me as if they were trying to kill all producers in Vermont or drive every one to the West.” For your information will say that on receipt of complaint from Mr. Williamson some weeks since, in regard to our rates and weights, we addressed a circular letter to all agents and stock shippers on the Central Vermont System in New York, every station in Vermont, Canada, Massachusetts and Connecticut, to which 126 replies were received, 101 of which advise us that the dealers are perfectly satisfied and request that we make no change; nineteen request no change, but are willing to attend a meeting if we desire; three request a change, of which the complainant is one; the other three are indifferent, being perfectly satisfied with our present policy in handling this class of traffic.

As regards the alleged overcharges, I have repeatedly stated to Mr. Williamson that we will be pleased to adjust any and all overcharges, and I beg to enclose herewith carbon of my advice of November 28th bearing on this subject, acknowledging receipt of a communication from Mr. Williamson under date of November 25th, asking him to enclose expense bills for each and every car overcharged, for our investigation and re-adjustment.

Awaiting your further pleasure in the premises.

I am yours truly,

(Signed)

L. A. EMERSON, *Freight Traffic Manager.*

CENTRAL VERMONT RAILROAD.

OFFICE OF L. A. EMERSON, FREIGHT TRAFFIC MANAGER.

ST. ALBANS, VT., November 28, 1892.

MR. A. WILLIAMSON, *Middlebury, Vermont.*

Dear Sir: I beg to acknowledge receipt of yours of the 25th. I understood from your former letter that the shipments complained of were made at Middlebury. If you will please enclose expense bills of each and every car overcharged and will note across the face of same the point of shipment, I can then trace and obtain such information as will be necessary to a re-adjustment. Will you please do so?

Yours truly,

(Signed.)

L. A. EMERSON, *Freight Traffic Manager.*

A copy of this answer was in turn referred to the complainant, who requested a hearing in the following reply:

MIDDLEBURY, VT., December 18, 1893.

ALFRED E. WATSON, *Hartford, Vermont.*

Dear Sir:—Yours of the 17th at hand with answer from Central Vermont.

Allow me to say, I do not want a hearing unless they are willing to adjust the matter between us, and I think if President Smith fully understood the matter that we could settle at once. And I further think the matter ought to be looked up in justice to the producers of stock, as it all comes out of them nearly, and for the reason of the high rates the railroad people are driving all producers out of our State, they charge so high for hauling stock from here to Boston.

Now, I want the matter brought to light, if in your judgment my case is worthy of notice; if not, please so advise me and oblige.

I fail to see in anything they answered to as applying to my case. What others do is not what I should do, if others do wrong.

And it seems if they agree to carry 17,000 pounds for \$35.70, they ought not to charge \$42.00 for carrying 15,000, if the whole is contained in same car.

Respectfully yours,

A. WILLIAMSON.

(Signed.)

A hearing in this case was appointed at the Junction House, White River Junction, January 5th, 1893, and was continued, after partial hearing, to February 2nd following, at the Addison House, Middlebury, upon motion of the railroad company, for cause shown, at which time and place the hearing was completed.

The full Board was present at both hearings as was also the complainant. The railroad company appeared at the final hearing by its President, Edward C. Smith.

It appeared at the opening of the hearing that the transportation charges in question, which were claimed to be excessive, were charges for cars for transportation of live stock from Vermont shipping points to Boston, Mass.

The second matter charged in the complaint was discrimination on the part of the railroad company in the cars furnished different shippers in the prosecution of similar business, which was claimed to work injury to the complainant in his competition with other cattle shippers in their common field of stock purchase and shipment.

The hearing and determination of the Board upon the second question was a matter clearly within its jurisdiction.

The Board heard the testimony at length upon both questions raised.

The complaint as to the matter of excessive freight charges for the transportation of live stock by the carload, when relieved of its generalities by specific statement,—resolved itself into this,—That a particular car has been assigned to the complainant for his use as a stock shipper, which car comes under the tariff rate of \$42.00 for a carload shipment, and, as he is unable to get into the same, upon the floor, the minimum weight of stock allowed by the rate classification, he claims that he should be allowed, without extra charge, to put in a deck or second floor and stock the same to the extent of the allowance of 20,000 pounds, minimum weight, allowed by the schedule for cattle, and 17,000 pounds for sheep and calves, without being subjected to any extra charge for over carload rates.

Freight bill receipts were presented, showing that in many instances, he had been charged and had paid for cattle shipment the carload rate of \$42.00, and extra for deck carriage, according to the length of the deck used; and for calves and sheep the carload rate of \$37.50, and extra for the main floor, the minimum of which is 17,000 pounds, and extra according to the deck room used.

Of this he complains, claiming that, if he cannot get the minimum weight of stock upon the floor of a car he should be allowed, free of extra charge, to put in a deck and stock it to the extent of the minimum weight permitted by the posted classification.

He also claims that he is charged a higher price than other and competing shippers of the vicinity for less service; but, upon this charge the petitioner disclaims any discrimination to his prejudice in the use of any of the defendant company's cars, but claims that larger cars from the Fitchburg Railroad are allowed to other parties, and that in this way it amounts to charging a different rate.

It appeared that during a season of large live stock traffic, and consequent shortage of cars on this line, last summer, several Fitchburg Railroad cars were sought and obtained for the shippers of this division, which were distributed along the line. These cars were thirty-three feet and ten inches long, while the car before assigned to the complainant, and fitted specially for his service with a trap-door, was only thirty-three feet in length.

Mr. Williamson complained of the advantage afforded his competitors in the stock business by the use of these longer cars, whereupon, a tender was made to him of a rotation of the use of these Fitchburg Railroad cars among the live stock dealers of the line, in order that all might be evenly dealt with in the use of said cars, to which the complainant did not assent, preferring to retain his regular car.

It appeared that by the Official Classification, adopted by all the railroad companies from the Atlantic coast to the Missouri river, cattle were raised at 25,000 pounds minimum weight, and that for cattle, calves and sheep in partially double deck cars the minimum weight was the same.

Instead of charging the full minimum weight exacted under this classification, the defendant company gave to the stock shippers on its line the privilege of using partial deck cars and charged proportionate rates, except in case of the shorter class of cars,—twenty-eight feet, upon which no extra charge was made.

In case of the longer cars, the charge is based upon the measurement of the double deck actually occupied by the shipper, while in less than car-load shipments the rates give to local shippers a reduction nearly twenty per cent. less than that afforded by the official classification.

The Board finds that in the matter of the classification of the rates for car-load lots the defendant company affords to its shippers rates that compare favorably, as a whole, with the rates of the official classification above referred to, and that on less than carload lots its standard rates are altogether favorable to the local shipper, as compared with said official classification.

The Board, however, realizes that the question raised upon this branch of the case presented, is purely a question of interstate traffic, and a sub-

ject over which it has no legal jurisdiction, being more properly a matter for the consideration and determination of the Interstate Commerce Commission, under the act of Congress to regulate traffic between the States.

All question of jurisdiction being waived at the hearing by the defendant company, the Board has assumed to state the case as presented to it, as above, without prejudice, and saving all rights of the parties to be heard before the Commission having jurisdiction to decide the question raised.

Upon the charge of unjust discrimination on the part of the defendant company in its charges for freights, the Board finds from the testimony that the same is not sustained.

By the Board,

ALFRED E. WATSON, *Clerk.*

PETITION OF THE CLARENDON & PITTSFORD RAILROAD COMPANY.

SUBJECT: CROSSING OF DELAWARE AND HUDSON CANAL COMPANY'S RAILROAD AT GRADE, AT WEST RUTLAND.

The following report of the Board in the premises gives all of the material facts, and the action taken by the Board herein:

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, December 27th, 1892.

In the Matter of the Petition of the Clarendon and Pittsford Railroad Company against the Delaware & Hudson Canal Company and others.

The petition, notification of hearing and service of same are as follows, viz.:

To the Board of Railroad Commissioners of the State of Vermont.

The Clarendon & Pittsford Railroad Company, a corporation created and existing under the laws of the State of Vermont, respectfully represents that it is the owner and proprietor of a railroad lying in part between the towns of Proctor and West Rutland, in the County of Rutland, and extending in West Rutland to certain quarries and yards on lands of the Vermont Marble Company, a corporation there doing business;

That the Rutland & Washington Railroad Company, a corporation formed under the laws of the State of Vermont, heretofore constructed a line of road known as its quarry line from its station at West Rutland aforesaid northerly through lands owned by the Sheldon Marble Company, but now occupied by the Vermont Marble Company, under a long term lease from said Sheldon Marble Company, and across and over other lands now owned and occupied by said Vermont Marble Company, to a place known as Whipple Hollow;

And, that it has also heretofore constructed a spur leading from its said quarry line northeasterly across the said land of said Sheldon Marble Company to certain coal sheds thereon owned by said company, but now occupied as aforesaid by the Vermont Marble Company;

Which said main quarry line and said spur leading therefrom is now occupied and operated by the Delaware & Hudson Canal Company, a foreign corporation lessees of and operating said Rutland & Washington Railroad under an arrangement authorizing the said Delaware and Hudson Canal Company to act as agent and attorney of said Rutland & Washington Railroad and in its name, with power to agree with any railroad company desiring to cross its railroad with the railroad of said Rutland & Washington Railroad Company, upon the amount of compensation to be made therefor as well as the points and manner of such crossing.

Your petitioner further represents that it is desirous of constructing, maintaining and operating an extension or spur of its railroad in said town of West Rutland from a point in its main line hereinafter indicated across and over said land owned by said Sheldon Marble Company and occupied by said Vermont Marble Company as aforesaid to a yard and loading dock of said Vermont Marble Company on the land aforesaid; and for this purpose has acquired from said Sheldon Marble Company and said Vermont Marble Company a right of way therefor across said land, and has located its road thereon according to the description and plan of such extension or spur heretofore filed in the town clerk's office of said town of West Rutland;

That in the construction of said extension or spur of its railroad, said Clarendon & Pittsford Railroad Company proposes to begin with its center line at a point in the center of the Clarendon & Pittsford track at Station 364 + 90.2 feet, said point being 205.2 feet southerly from the intersection of the Clarendon & Pittsford Railroad Company's main line at West Rutland with the main quarry line of said Rutland & Washington Railroad leading from West Rutland station to Whipple Hollow, so called; thence continuing its center line northerly on a $7^{\circ} 31'$ curve to the right a distance of 272.5 feet; thence in a northerly direction on a tangent parallel with said main quarry line of said Rutland & Washington Railroad Company to the spur of said Rutland & Washington Railroad Company leading to said coal sheds as aforesaid crossing the same at an angle of

18° 20', said point of intersection being 379.3 feet from the point of beginning, and 85.4 feet northeasterly from the frog on said spur leading to said coal sheds at its intersection with said main quarry line, and 23.1 feet in an easterly direction from the point of the frog in the side track of said Rutland & Washington Railroad which leads from its main quarry line to the loading dock on said land of the Sheldon Marble Company before mentioned. All of said proposed spur or extension being located on said land of said Sheldon Marble Company, occupied as aforesaid by the Vermont Marble Company at West Rutland aforesaid; and land of said Clarendon & Pittsford Railroad Company.

That your petitioners are wholly unable to agree with either the Rutland & Washington Railroad Company or said Delaware & Hudson Canal Company upon the points and manner of such crossing or upon the amount of compensation to be made therefor; and it therefore prays this honorable Board to determine the amount of compensation to be made for the crossing aforesaid, as well as the points and manner of such crossing, as provided in an act of the Legislature of the State of Vermont, entitled "An Act in Relation to the Clarendon & Pittsford Railroad Company, the Rutland & Washington Railroad Company and the Delaware & Hudson Canal Company" approved November 12, 1892.

(Signed.)

CLARENDON & PITTSFORD R. R. Co.,

By FLETCHER D. PROCTOR, *President*.

November 29th, 1892.

To the Rensselaer & Saratoga Railroad Company, the Rutland & Washington Railroad Company and the Delaware & Hudson Canal Company.

The foregoing application having been presented to the Board of Railroad Commissioners by the Clarendon & Pittsford Railroad Company, you are hereby notified that the said Board of Railroad Commissioners of the State of Vermont will attend to the hearing and determination of the matter stated in said application on the lands therein described at West Rutland, in the County of Rutland, on the 15th day of December, 1892, at two o'clock in the afternoon, at which time and place you are hereby notified to attend.

To any sheriff or constable in this State to serve and return.

Dated at Hartford, in the County of Windsor and State of Vermont, this 29th day of November, A. D. 1892.

(Signed.)

ALFRED E. WATSON,

Clerk of the Board of

Railroad Commissioners.

STATE OF VERMONT, } ss.
Rutland County, }

At Rutland in said County this 2nd day of December, A. D. 1892, I served this application for right to cross, and notice for hearing, on the within named Delaware & Hudson Canal Company by delivering W. L. Ferguson, Esq., the duly appointed agent of said Delaware & Hudson Canal Company, a true and attested copy thereof with this my return thereon endorsed.

And, on the same day at Rutland aforesaid, I served this application for right to cross and notice for hearing on the within named Rensselaer & Saratoga Railroad Company by delivering to W. L. Ferguson, Esq., the duly appointed agent for the Delaware & Hudson Canal Company, lessees and managers of said Rensselaer & Saratoga Railroad, a true and attested copy thereof, with this my return thereon endorsed, the said Rensselaer & Saratoga Railroad Company having no certificate filed or agent designated on whom to serve process in this State, and no station agent or depot master in its employ in this State.

And, at Rutland aforesaid on the same 2nd day of December, 1892, I served this application for right to cross and notice for hearing on the within named Rutland & Washington Railroad Company by delivering to W. L. Ferguson, Esq., the duly appointed agent of the Delaware & Hudson Canal Company, lessees and managers of said Rutland and Washington Railroad Company, a true and attested copy thereof with this my return thereon endorsed, the said Rutland & Washington Railroad Company having no known corporate offices in this State.

(Attest.)

D. P. PEABODY, *Sheriff*.

Pursuant to the foregoing notice and service, the Board met the parties to the petition at West Rutland, on the 15th day of December, A. D. 1892.

The petitioners were represented by Fletcher D. Proctor, President, and Wm. P. Dillingham, Attorney.

The defendant companies—the Delaware & Hudson Canal Company, lessees of the Rensselaer and Saratoga Railroad Company, and the Rutland & Washington Railroad Company—were represented by C. D. Hammond, Superintendent, and John A. Sheldon appeared for the Sheldon Marble Company.

The premises of the proposed railroad grade crossing were examined by the Board with the parties, and testimony was taken and exhibits filed.

The law conferring jurisdiction upon the Board in the premises is by virtue of an act of the General Assembly of the State of Vermont, approved November 12th, 1892, entitled "An Act in relation to the Clarendon & Pittsford Railroad Company, the Rutland & Washington Railroad Company and the Delaware & Hudson Canal Company," which act is as follows:

AN ACT IN RELATION TO THE CLARENDON AND PITTSFORD RAILROAD COMPANY, THE RUTLAND & WASHINGTON RAILROAD COMPANY AND THE DELAWARE & HUDSON CANAL COMPANY.

It is hereby enacted by the General Assembly of the State of Vermont.

SECTION 1. The Clarendon & Pittsford Railroad Company, a corporation organized under the laws of the State of Vermont, is hereby authorized and empowered to construct, maintain and operate an extension of its railroad in the town of West Rutland, in the County of Rutland, upon and over land owned by the Vermont Marble Company, a corporation, and the Sheldon Marble Company, a corporation, and for this purpose is authorized and empowered to enter upon and use such parts and portions of said lands, and also such portions of the rights of way of the Rutland & Washington Railroad Company over said lands heretofore acquired and taken by said company for side tracks, turnouts or spurs on the easterly side of its main quarry track between its West Rutland station and Whipple Hollow, so called, now operated by the Delaware & Hudson Canal Company, as are necessary to construct, maintain and operate said proposed extension of said Clarendon & Pittsford Railroad, between a point in the line of said main quarry track where an extension of the southerly line of the Vermont Marble Company's stone store will intersect said line and a point in said line about thirty-three hundred feet northerly therefrom where a spur running to the Manhattan Mill, so called, is connected therewith; provided that the said Clarendon & Pittsford Railroad Company shall not make use of this grant in such manner as to interfere with the operating of said main quarry line.

SEC. 2. The damage, if any, incurred to the Rutland & Washington Railroad Company, or any other corporation or person, for entering upon and taking said rights of way or land shall be determined and assessed according to the laws of this State.

SEC. 3. The said Clarendon and Pittsford Railroad is hereby authorized and empowered to cross and unite its railroad with the main quarry line, or any of its side tracks or spurs, of the Rutland & Washington Railroad Company, now operated by the Delaware & Hudson Canal Company, between its station at West Rutland and Whipple Hollow, so called,

in said town of West Rutland, at any point where said main quarry line or its side tracks and spurs are built upon rights of way heretofore acquired and taken through land owned at the present time either by the Vermont Marble Company or the Sheldon Marble Company, with the necessary turn-outs, sidings, switches and other conveniences. And, if the said Clarendon & Pittsford Railroad Company cannot agree with said Rutland & Washington Railroad Company or said Delaware & Hudson Canal Company upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be determined by the Board of Railroad Commissioners of this State.

SEC. 4. Said Board of Railroad Commissioners shall, upon twelve days notice to said Rutland & Washington Railroad Company and to said Delaware & Hudson Canal Company, hear such parties with their allegations and proofs and, with the least possible delay, fix upon the terms, time and manner of crossing and connection to be afforded by said Rutland & Washington Railroad Company and said Delaware & Hudson Canal Company, and shall make a written award thereof, and in so doing shall have regard to the interests and convenience of the public.

SEC. 5. When the Board of Railroad Commissioners have completed their award they shall within ten days deliver a copy of the same to each of said parties in interest, and within twenty days of the date of said award the said Clarendon & Pittsford Railroad Company shall cause a copy thereof to be recorded in the town clerk's office in the town of West Rutland.

SEC. 6. Upon payment of the compensation, if any, determined upon by the Board of Railroad Commissioners, with the costs and charges thereupon accruing, by the said Clarendon & Pittsford Railroad Company, or upon the deposit of the same by the said company in such bank as said Commissioners direct, to the credit of the Rutland & Washington Railroad Company or the Delaware & Hudson Canal Company, as their interests may appear, and notice of such deposit having been given either personally or by letter through the post office, the said Clarendon & Pittsford Railroad Company shall have the right to make such crossings and connections as may be prescribed in such award without further delay. If either of the parties in interest is dissatisfied with the award of the Commissioners, they may, within ninety days after the date of the award, appeal to the County Court; and such Court shall thereupon appoint three commissioners; and the decision of the Court shall be final upon the report of the commissioners. Costs may in the discretion of the Court be allowed to either party, but no appeal shall be allowed to the Clarendon & Pittsford Railroad Company after the payment or deposit of the amount of the award, nor by the Rutland & Washington Railroad Company or the Delaware & Hudson Canal Company after acceptance thereof by either of them.

SEC. 7. Service of notices required by the provisions of this act may be given as provided in Section 3,460 of the Revised Laws of Vermont, so far as they are applicable thereto.

SEC. 8. This act shall take effect from its passage.

Approved November 12, 1892.

Upon full consideration of said act and the testimony and exhibits presented at said hearing, the Board finds as follows, to wit:

That the Clarendon & Pittsford Railroad Company was unable to agree with the said Rutland & Washington Railroad Company or said Delaware & Hudson Canal Company upon the amount of compensation to be made in consideration of said crossing, or upon the points and manner thereof, and its connections; and the Board, thereupon, pursuant to said act, and under said petition, and upon the testimony presented at said hearing, makes its report and award in the case, as follows, to wit:

AWARD.

I. That the place or point of the crossing, authorized and permitted by said act, shall be the place or point indicated by the red line upon the survey and plan showing proposed crossing presented at said hearing, and marked "Exhibit 5" in the files of said case, and subject to reference by the parties to said petition;

II. That said crossing shall be at grade;

III. That the said crossing shall be put in, maintained and kept in a thorough and safe manner and condition, without any unnecessary impediment or interference with the track, roadbed or business of the defendant companies; and that the said Clarendon & Pittsford Railroad Company shall furnish the material, do the work and bear the expense of the construction and maintenance of said crossing, including a good and standard cross-frog in the same;

IV. That, if at any time hereafter, it shall become necessary in the interests of the public safety or convenience, or for the safety of property in the operation of the business of said railroads at said crossing, to place a semaphore or other safety devices thereat, the said Clarendon & Pittsford Railroad Company shall place, maintain and operate the same, free of cost or expense to said defendant companies;

V. That, until further order in the premises be made by the Board, or other competent authority, all cars and engines of the said Clarendon & Pittsford Railroad Company and of said Delaware & Hudson Canal Company shall come to a full stop at a point not more than five hundred

nor less than two hundred feet from said crossing, one long blast of the locomotive whistle shall there be sounded, whereupon the engine or train may then proceed cautiously and under control for an immediate stop, until the crossing is made.

In case both of said companies desire to use the crossing at the same time, the first right of crossing shall belong to the engine or train first sounding its whistle, as above indicated; and in case question or doubt shall arise as to which whistle was first sounded for the crossing, the Delaware & Hudson Canal Company shall have the first right to use the crossing.

Engines and trains of both companies shall pass and uncover the crossing, without unnecessary delay, and no cars or engines shall be left standing within thirty feet of the same;

VI. The Board finds, upon the testimony presented, that said crossing and the use of the same by the Clarendon & Pittsford Company, in the place and manner above indicated and awarded, will not cause material inconvenience or damage to the defendant companies, and, therefore, no damages are awarded to the defendants in the premises;

VII. The said crossing when completed shall be subject to the inspection and approval of the Board;

VIII. This award shall be binding upon all the parties to said petition under said act, and to their respective successors and assigns, according as the true intent and construction of said act shall limit or establish the same.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT OF CHARLES BATCHELDER.

SUBJECT:—PERSONAL INJURIES; CLAIM FOR COMPENSATION.

MONTPELIER, Vt., February 1, 1893.

HON. S. E. PINGREE, *Hartford, Vermont.*

Dear Sir:—July last I was in the employ of the Central Vermont Railroad and on July 2nd I received an injury to my left hand, while on duty. E. D. Nash, Train-Master, said I should have pay for my time and a job that I could do. The company have done neither, so I would like to have the Commissioners to investigate the matter so that I may receive my just dues. I reside at No. 7 Blanchard Ave., Montpelier, Vt. Awaiting your early attention to the matter I remain,

Yours respectfully,

CHARLES BATCHELDER,

By E. Baker.

A copy of this complaint was duly referred to the Central Vermont Railroad Company, after the usual practice in all cases of complaint, which made answer by its General Superintendent as follows:

CENTRAL VERMONT RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

F. W. BALDWIN, GENERAL SUPERINTENDENT.

ST. ALBANS, VT., April 17, 1893.

ALFRED E. WATSON, Esq., *Clerk of the Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Referring to your communications of March 24th and April 15th, the first enclosing copy of complaint signed Chas. Batchelder.

Permit me to say that our records show that there was a brakeman in the service of this company under the name of J. C. Batchelder about the date named, and that the said J. C. Batchelder had one of his hands injured while coupling cars. Investigation shows that this injury was caused by his own carelessness or neglect.

Train-Master Nash states that he never promised Mr. Batchelder pay for his time while off duty on account of the injury, but that Mr. Batchelder did come to St. Albans and ask for work, and Mr. Nash arranged to give him work, with the understanding that he was to report on a certain date for duty. Mr. Batchelder did not report on the date agreed upon, nor has Mr. Nash seen or heard from him since.

All of which is respectfully submitted.

Very truly yours,

(Signed.)

F. W. BALDWIN.

It was not within the province of the Board to award damages in satisfaction of the claim for personal injuries, but the accident which afforded grounds for the making of this complaint to the Board was inquired into, testimony being taken. Upon consideration of the testimony by the full Board, it was decided that the accident resulted from the carelessness of the victim without fault of the railroad company, and in connection with this finding this complaint was disposed of.

COMPLAINT OF G. G. CLARK.

SUBJECT :—MILEAGE BOOK.

HARTFORD, VT., March 17, 1893.

To the Board of Railroad Commissioners of the State of Vermont.

Gentlemen:—I make the following statement as complaint to your Honorable Board, to wit:

On Tuesday last Conductor Buell of the Passumpsic Division of the Boston and Maine Railroad refused to accept my fare from a mileage book, giving for the reason that the number on the cover did not correspond with the number on the coupon, and compelling me to give up my watch as security rather than leave the train.

Now, gentlemen, this mileage ticket was bought of the ticket agent at White River Junction, and bears his stamp, by Mr. Horace C. Pease of Hartford, Vermont, and I appeal to your Honorable Board to investigate this case and see that justice is done. It is very clear that this book has been bought from the railroad company and they have the *cash* for it, in advance, and I cannot imagine a *law* that will justify them in not honoring this ticket.

Very respectfully yours,

G. G. CLARK.

A copy of this complaint was duly referred to the Superintendent of the Passumpsic Division of the Boston and Maine Railroad, who made seasonable answer thereto, on behalf of said corporation as follows :

BOSTON AND MAINE RAILROAD.

PASSUMPSIC DIVISION.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., March 28, 1893.

A. E. WATSON, Esq., *Clerk, Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Yours of the 25th inst., inclosing copy of complaint of Mr. G. G. Clark of Hartford.

Conductor Buell refused to accept the mileage presented by Mr. Clark because the coupons had been removed from the book in which they were purchased and fastened into another book, from which the coupons had been used. The instructions to conductors regarding such refusal under those circumstances are given in the General Manager's Orders,

No's 77 and 85, copies attached, and the occasion of such instructions by the management is referred to in the order No. 85. The conditions under which these mileage books are sold are plainly printed in every book and are well understood by purchasers, but the desire on the part of speculators to furnish their customers with small amounts of mileage induces them to remove coupons and get them presented for passage in other books. The condition under which Mr. Clark's mileage was refused the company regards as a reasonable one, and, as the same principle is involved, as to detaching and presenting single coupons from through tickets, I think it clearly settled that it is not illegal, and it has never before been claimed that the restrictions imposed by this company governing the use of mileage tickets were in any way unjust or arbitrary, but, on the contrary, the arrangement has been frankly commended as being unusually fair and liberal.

Mr. Clark's assertion that Conductor Buell compelled him to give up his watch is untrue. Mr. Clark claimed he had no funds and offered to put up the watch rather than leave the train at the next station, which the conductor accepted, leaving it at the ticket office for redemption, as promised.

Yours truly,

H. E. FOLSOM, *Superintendent.*

GENERAL ORDER NO. 77, BOSTON AND MAINE RAILROAD.

GENERAL MANAGER'S OFFICE.

BOSTON, June 26, 1888.

To Conductors:

If Mileage Tickets are offered you, which have been detached from the original book in which they were issued, you will be particular to call for the book from which such tickets have been taken. If the passenger refuses, or is unable to show you the book from which the tickets offered have been detached, you will refuse to honor such tickets for passage and collect fare. Mileage Tickets, as well as others, are to be punched when taken up.

A strict compliance with this order will be insisted upon.

JAS. T. FURBER, *General Manager.*

GENERAL ORDER NO. 85, BOSTON AND MAINE RAILROAD.

GENERAL MANAGER'S OFFICE.

BOSTON, November 27, 1888.

To Division Superintendents and Conductors:

The practice of selling coupons, torn from mileage and other coupon tickets, has become so prevalent among storekeepers and ticket scalpers,

who purchase the tickets at ticket offices and then tear them up and dispose of the coupons singly to passengers, as to render it absolutely necessary to insist upon a rigid enforcement of the conditions under which book and coupon tickets are sold.

Hereafter, Conductors will, in all cases, **REFUSE TO HONOR ANY COUPON FOR PASSAGE** which is offered by a passenger who does not, at the time of offering the same, hold the book or ticket from which such coupon has been detached.

Conductors will bear in mind that it is *their* duty to detach all coupons, and they must insist upon so doing; but if a passenger has accidentally torn off a coupon and offers it for passage, the Conductor may accept it, provided the passenger who offers it exhibits the book or ticket having thereon the ticket number corresponding with the number on the coupon offered.

If any passenger presents a coupon for passage and refuses to exhibit the book from which it has been detached, Conductors will refuse to honor such coupon; and if such passenger refuses either to pay the fare or give a ticket which Conductors are authorized to receive, the name and residence of such passenger must be taken by the Conductor and reported direct to the General Manager.

Division Superintendents will see that Conductors on their respective divisions comply strictly with this order.

JAS. T. FURBER, *General Manager.*

Thereupon a copy of this answer was referred to the complainant, with an inquiry as to whether a hearing was desired in the premises. No reply having been made, the Board prosecuted an inquiry as to the whereabouts of the complainant and ascertained that he had moved to Canada. No hearing being asked for, the case was indefinitely suspended by the Board.

COMPLAINT OF G. W. MCGAFFEY.

SUBJECT:—OVERCHARGES FOR SHIPPING FREIGHT.

G. W. MCGAFFEY,

DEALER IN GROCERIES, SMALL WARES,

NAILS, TIN AND WOODEN WARE.

GLOVER, VT., March 18th, 1893.

S. E. PINGREE, Esq.

Dear Sir:—Understanding that you are one of the Railroad Commissioners for Vermont, I wish to bring to your notice the fact that there is a barefaced overbilling of weight on freight practiced on all or nearly all

of our railroads. Nearly every bill of goods I receive there is an overcharge of weight. In two instances where I have called the agent's attention to it the excess has been returned to me, but I do not wish to have to prefer a charge against the company every few days. What I do want is to have the Commissioners notify the roads that if hereafter charges are preferred against them, an investigation will be had. Most of my freight comes from Boston over the B. & M. I have some from New York via the Central, but have noticed nothing wrong, but I had 4 kegs tripe from St. Albans this week via the Central to Richford thence to Barton, and there was an overcharge on weight of 98 lbs. If this happened only occasionally it might pass, but when it occurs on nearly every bill it is too much to lose. I wrote to the General Freight Agent of the B. & M. at Boston, but he paid no attention to it, therefore I apply to you and should be pleased to have your opinion on it. Please let me hear from you and oblige,

Yours truly,

(Signed.)

G. W. McGAFFEY.

A copy of this complaint was duly referred to the Superintendent of the Passumpsic Division of the Boston & Maine Railroad who made reply as follows on behalf of said corporation:

BOSTON & MAINE RAILROAD.

PASSUMPSIC DIVISION.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., March 31, 1893.

A. E. WATSON, Esq., *Clerk Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Yours of 25th inst. inclosing copy of complaint from Geo. W. McGaffey, Esq., Glover, alleging over-billing of weight upon his freight.

In the only cases to which the agent's attention was called Mr. McGaffey states the amount overcharged was refunded. The recent case to which he refers of four kegs tripe from St. Albans is not an over-billing for the purpose of increasing the charges, as Mr. McGaffey seems to imagine, but is on account of the minimum charge made by C. V. R. R., being 35c., and as the rate St. Albans to Richford is only 11c. per 100 lbs. an assumed weight was used in way-billing sufficient to equal at the tariff rate the minimum charge.

I must deny Mr. McGaffey's assertion that he is over-charged upon nearly every bill and am confident the facts are such over-charges rarely

occur, and so long as the company's agent promptly corrects the few errors to which his attention is called, do not consider the complainant a serious loser. Among the thousands of packages forwarded from Boston station daily it is not at all strange that occasional errors are made in recording the weights and way-billing, but there is no disposition to over-charge Mr. McGaffey or any other patron, and if he will be kind enough to call the agent's attention to any further cases promptly when they occur, it will enable us to fully protect his interests.

Yours truly,

H. E. FOLSOM, *Superintendent.*

A copy of this answer was in turn referred to the complainant, who made reply as follows:

G. W. MCGAFFEY,

DEALER IN GROCERIES, SMALL WARES,

NAILS, TIN AND WOODEN WARE.

GLOVER, VT., April 7th, 1893.

A. E. WATSON, *Clerk, Hartford, Vermont.*

Dear Sir:—Replying to yours of April 4th, would say, that I have delayed writing you, awaiting the action of the railroad company, through their agent at Barton. He wrote under date of March 29 that if I would send him what bills I had that were over-charged he would refund what was over-paid. I sent him five of the March bills and am waiting to hear from him. He wrote me that he would not only refund on the old bills but if there should be any in the future if I would send them to him he would make all right. That would be all right as far as getting back my money was concerned, but I should think the better way would be to have freight weighed and billed at what it weighs. I supposed, until I read Supt. Folsom's letter to you, that the minimum charge on all the New England roads was 25 cents, and at that rate if the tripe had been billed at the actual weight, the amount would have been 26 cents, instead of 35 as charged. Supt. Folsom assumes that I have misrepresented about the proportion of bills that are over-charged, and that they are of rare occurrence. It did not come to my notice until recently that bills were being over-charged, but after I discovered it, and it continued after I brought the matter to the notice of the agent at Barton, I wrote the G. F. A. at Boston Oct. 18th, 1892, calling his attention to it, but I heard nothing from it until since I wrote Mr. Pingree, but it turns out that the G. F. A. wrote Agent Rattigan very soon after receiving my letter sending him bills of lading and copy of way-bill, and re-

requesting him to forward the same to me and explain the matter. Rattigan did not comply with the request but held the papers and correspondence from October 24, 1892, until March 27th, 1893, until after you had notified the company as I suppose. He does not love me. We had a little difficulty a few years ago over a matter of only 70 cents and he swore that if I did not pay it that he would have it out of me if he lived. I told him I was well aware that he could steal it out of my freight bills very easily. I do not say he has, but I do know that he has regarded me with disfavor ever since our racket.

In regard to the frequency of the over-billing would say that I had 13 bills in March and 7 of them had excessive weight. If Agent Rattigan does as he agreed in his letter, no hearing will be required.

I shall let the matter rest and see what the future develops.

Very truly yours,

G. W. McGAFFEY.

(Signed.)

Later the following communication was received by the Board from Division Superintendent Folsom, to wit:

BOSTON & MAINE RAILROAD.

PASSUMPSIC DIVISION.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., May 6, 1893.

A. E. WATSON, Esq., *Clerk Board Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Referring to your recent letter in relation to the claims for over-charge in weight of G. W. McGaffey, Glover, Vermont.

I am just in receipt of advice from M. T. Donovan, G. F. A., stating that the over-charges will be refunded, and that he has already had voucher made covering same and remittance will be made in regular course through the Treasurer.

Yours truly,

H. E. FOLSOM, *Superintendent.*

No renewal of the complaint having been received by the Board, up to the end of the fiscal year, the case was closed.

COMPLAINT OF L. S. CONGDON.

SUBJECT:—INSUFFICIENT DEPOT ACCOMMODATIONS.

The report of the Board in this case, which gives the complaint and the action taken thereon, is as follows:

IN BOARD OF RAILROAD COMMISSIONERS.

NEWPORT, January 23rd, 1894.

In the Matter of the Complaint of L. S. Congdon against the Bennington and Rutland Railway Company.

SUBJECT:—INSUFFICIENT DEPOT ACCOMMODATIONS.

CLARENDON, Vt., April 3, 1893.

To State Railroad Commissioners.

Dear Sirs:—I have been informed that there was an order issued by you two years ago for a new station at Clarendon on B. and R. road. Now I wish to know if the above is correct. If so, why has the order never been filled?

The one that is in use at present is a disgrace to the Company and the traveling public. The people of this community are beginning to question why we do not have one after having had the promise of one for the past three years.

I write you to call your attention to it and also for information. If you wish any further information in connection with same, can furnish it.

Very truly yours,

(Signed.)

L. S. CONGDON, *Clarendon, Vermont.*

The foregoing complaint was referred to the railway company directly upon its receipt by the Board, but no heed was taken of it so far as the Board is advised until after notices were issued for a hearing in the premises, or until January 4th, 1894, upon which day the Board heard the complaint at the depot complained of.

There were present at the hearing the full Board, the complainant and about twenty-five other citizens,—patrons of the railroad company at this station. The Bennington and Rutland Railway Company was also represented before the hearing was closed by Geo. H. Burch, Acting Superintendent.

The premises were inspected and the testimony of witnesses and statistics showing the passenger and freight business of the station and the cost of maintaining it were taken, and the same were weighed and considered in connection with the annual returns of the railway company, showing its financial circumstances and condition.

From such examination, testimony, statistics and record information, the Board finds that the station house at Clarendon does not furnish such accommodations and facilities to the public as it is reasonably entitled to have from the railway company.

It is found to be inadequate for the ordinary comforts and needs of passengers awaiting trains or alighting therefrom, and is in no respect convenient or suitable for the housing of freights for shipment or delivery to local consignees.

In a letter received by Commissioner Bagley at the hearing, Managing Director Colburn says: "A new and better station should be built at Clarendon, there is no doubt." And in the same letter promise is given of an improvement in the premises in the spring.

It further appears from the testimony that certain of the patrons of this station have been assured from time to time during the past few years that a new depot would be built there, and these assurances having come from those having charge of the business of the company have been depended upon and their patient delay in invoking the recommendation of the Board has, on this account, been long.

The Board also learns that the inordinate expense incurred last year by the Wallingford bridge accident has been the occasion of the delay of the railway company in building a new depot at this point.

Upon a full consideration of complaint as aforesaid, the Board finds that the complainant is justified, on behalf of himself and the people of his vicinity, in questioning in regard to a new depot,—“Why we do not have one after having had the promise of one for the past three years.”

It should be stated that, previous to this one, no complaint in regard to this depot has ever been filed with the Board, and no action has ever been taken in the premises, except that the same has been the subject of criticism at the time of the annual railroad inspections.

The Board, therefore, recommends to the Bennington and Rutland Railway Company that it do build a suitable station house for passenger and freight traffic at Clarendon station, the same to be completed and opened to the accommodation and use of the patrons of said station and the said railway company on or before July 1st, 1894, subject only to such necessary delays as may be incident to litigation with land owners.

By the Board,

ALFRED E. WATSON, *Clerk*.

COMPLAINT OF AMASA THOMPSON.

SUBJECT:—INSUFFICIENT CULVERT OR WATERWAY, AND DAMAGE BY OVERFLOW OF BROOK.

This complaint which was filed with the Board May 19th, 1893, is as follows:

POWNAL, VT., April 27th, 1893.

HON. S. E. PINGREE, AMORY DAVIDSON, LEON G. BAGLEY, *Railroad Commissioners of the State of Vermont.*

Gentlemen:—I own a piece of meadow land by the Fitchburg Railroad, in Pownal. The company have turned a brook out of its natural course and undertake to carry it between their fence and roadbed, which is on a fill of some eight or ten feet to a culvert. The water then passes through both roads or tracks formerly called the Boston, Hoosac Tunnel and Western and the Troy and Boston.

The culvert in the Troy and Boston is very small, only built to take the water from a ditch that runs through my land. The brook fills up this ditch and culvert with gravel and overflows my meadow and damages it very much, and continues to fill and overflow more each succeeding year, so that the water now stands on some three or four acres.

I have often requested them to fix it but they fail to do it.

Now, I request you to notify the Fitchburg Railroad Co. at once, and take immediate action in this case.

Yours truly,

(Signed.)

AMASA THOMPSON.

A copy of the complaint was duly referred to the Fitchburg Railroad Company, and answer was thereupon made to the same as follows:

FITCHBURG RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

BOSTON, MASS., May 26, 1893.

ALFRED E. WATSON, ESQ., *Clerk, Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—In reply to yours of May 19th, would say the matter has been referred to our Civil Engineer and I presume he will give it immediate attention.

(Signed.)

JOHN ADAMS, *General Superintendent.*

Thereupon the case was temporarily suspended, to give sufficient time for doing the necessary work, and later inquiry was made by the Board in regard to the completion thereof, as follows:

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Dec. 23rd, 1893.

MR. W. D. EWING, *General Superintendent, Fitchburg Railroad Company, Boston, Mass.*

Dear Sir:—Referring to my letters of date May 19th, 1893, and September 2nd, 1893, addressed to Hon. John Adams, General Superintendent, in which were referred, respectively, copies of a complaint of Mr. Amasa Thompson of Pownal, Vermont, and a petition of citizens of North Pownal, Vt., I would respectfully request that you report to this Board what action has been taken in each case by your railroad company.

In the first named case General Superintendent Adams wrote, May 26th, 1893, that your Civil Engineer would give the matter immediate attention, and in the latter case Mr. M. P. Snyder, Train-Master, having charge of your Western Division, informed the Board at the time of the annual inspection of your railroad, this year, that the petition had been referred to him, and that he expected to be able to report to the Board within a short time thereafter, but the Board has not yet received on file any formal answer in either of said cases, even if your railroad company desires to make one, and has not been advised that either the complaint or petition has been satisfied.

Will you kindly give these matters your early attention, in order that the Board may dispose of these cases which now stand before it for action.

Yours very respectfully,

(Signed.)

ALFRED E. WATSON, *Clerk.*

The following reply to the foregoing was soon after received, viz.:

FITCHBURG RAILROAD COMPANY.

OFFICE OF GENERAL SUPERINTENDENT.

BOSTON, MASS., January 13, 1894.

MR. ALFRED E. WATSON, *Clerk, Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Referring once more to your inquiry of December 23rd, relative to complaint of Mr. Amasa Thompson of Pownal, Vt.

Have just received a report from our Chief Engineer, in which he states that arrangements were made last June to lower the brook in question, but, owing to transfer of our road-masters, which took effect about that time, the matter was overlooked. However, Mr. Shanks, our man now in charge of work in that vicinity, has seen Mr. Thompson about it, and the change will be made in the spring, Mr. Thompson being satisfied to let it remain as it is until that time.

I trust this explanation will enable you to close the year's work without further hindrance on our part, and will be satisfactory to all concerned.

Yours respectfully,

(Signed.)

W. D. EWING, *General Superintendent.*

A copy of General Superintendent Ewing's letter being thereupon referred to the complainant, with the inquiry if the same was satisfactory, the following answer was received:

POWNAL, January 18, 1894.

MR. WATSON, *Clerk.*

Dear Sir:—In reply to yours of the 16th would say, that after I wrote to Mr. Pingree the 9th, the section-man, Mr. McBride, came to me and said that Mr. Shanks, the Road-Master, had been there and said that the brook had got to be fixed and Mr. McBride came to see me and said he and his men had had the grip and they hated to go to work in the water, and wanted to know if the water would do much damage this winter. If not, he wanted to wait until spring, and that he could do a better job in warm weather.

I told him I did not think the water would do any great damage this winter.

Now, if they will fix it in the spring early so as the ground will dry up and so it will keep off, and settle what damage they have done, all right; if not, I want you to go on with this case.

Yours truly,

(Signed.)

AMASA THOMPSON.

Upon the annual inspection of this railroad by the Board in July, the premises were examined, and soon after inquiry was made of the complainant if the work that had been done by the railroad company was sufficiently satisfactory to remove his grounds for complaint, whereupon the following communication was received:

POWNAL, July 28, 1894.

MR. WATSON.

Dear Sir:—Yours of the 24th inst., received in regard to the Fitchburg Railroad fixing this culvert and brook. They have done nothing that will amount to anything after one heavy rain. They have dug out some

of the gravel that had washed into the culvert and bed of the brook. That amounts to nothing; after one heavy rain it will fill it full. There is nothing to hinder the brook from coming right on me when we have a heavy rain.

I am very much surprised that Mr. Shanks should say that it was fixed satisfactory to me. He has not said one word to me about it this summer.

He must know what the result would be after one heavy rain. Of course, there is but very little water in the brook now, as all streams are very low.

I am not satisfied at all. I want the Railroad Commissioners to make them fix this brook so it will not come on my meadow at all, and settle the damage this brook has done.

Mr. Shanks sent word to me last fall, asking me to give them until warm weather and he would fix this brook and culvert; said he wanted to do a good job and that he could not do a good job in cold weather, so I notified the Commissioners to that effect.

Have been waiting very quiet ever since.

Yours truly,

(Signed.)

AMASA THOMPSON.

A copy of this letter being in turn referred to the railroad company, it elicited this reply:

FITCHBURG RAILROAD COMPANY.

OFFICE OF GENERAL SUPERINTENDENT.

BOSTON, MASS., August 15, 1894.

MR. ALFRED E. WATSON, *Clerk, Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Again referring to complaint of Mr. Amasa Thompson of Pownal, Vt., and answering yours of August 1st, it is our intention to make an embankment on the sides of the brook at points where water flows onto Mr. Thompson's land, and orders have been given to have it done soon.

We find that the water has not run on his land this summer and that he has cut hay in the place for which he claims damage.

I think we shall be able to keep the brook water entirely from his land after the proposed work has been completed.

Trusting this will be satisfactory to all concerned, I remain

Yours very respectfully,

(Signed.)

W. D. EWING, *General Superintendent.*

Later a copy of this letter was referred to the complainant who made reply thereto, which was received just as this Biennial Report was going to press, as follows:

POWNAL, September 13, 1894.

MR. WATSON.

Dear Sir:—In answer to yours of the 11th, would say that the Fitchburg Company have not done anything to the brook. Don't think they will until made to.

In regard to the way he, Mr. Ewing, speaks of fixing it, there will have to be an embankment put up, but the hole through the Troy & Boston track is not large enough to take the water when up to full bank, this hole or sluice being made by the Troy & Boston just to take the water from my ditch.

I shall be satisfied when they fix the brook so that the water don't come on me, and pay what damage they have already done, and not until then.

Yours very respectfully,

(Signed.)

AMASA THOMPSON.

And the case is therefore held open for the further consideration and action of the Board if necessary.

COMPLAINT AND PETITION OF CITIZENS OF SWANTON.

SUBJECTS:—INSUFFICIENT DEPOT ACCOMMODATIONS;

DANGEROUS HIGHWAY GRADE CROSSING AT SWANTON, WITH
APPLICATION FOR FLAGMAN;

INADEQUATE TRAIN SERVICE AND ACCOMMODATIONS AT EAST
SWANTON.

The following report in this case is sufficiently explicit to show the action of the Board herein:—

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, September 13th, 1894.

In the Matter of the Complaint and Petition of Citizens of Swanton against the Central Vermont Railroad Company and the St. Johnsbury & Lake Champlain Railroad.

The original and amended complaint and petition in this case, which were filed June 9th, 1893, are as follows, viz.:

To Samuel E. Pingree, Amory Davison, Leon G. Bagley, Railroad Commissioners.

Your petitioners, citizens and residents of Swanton, Franklin County, Vt., respectfully represent;

That the Central Vermont Railroad Company, and St. Johnsbury & Lake Champlain Railroad Company, at Swanton, Vt., fail to properly provide for the security, safety or comfort of the public, by holding out to the use of the public, a passenger depot that is not accessible, except as the public has to cross over the tracks of said companies;

That said depot is old, dilapidated, cold and uncomfortable;

That your petitioners believe the traveling public are entitled under the law to more safe, commodious and comfortable accommodations than are now provided, and earnestly urge the Railroad Commissioners to investigate the matters herein complained of and order or recommend such changes as to them seem just.

Signed by George W. Squier and W. H. Blake, 2nd, Trustees of Swanton village, and 39 others.

AMENDED PETITION.

And your petitioners further represent that the amount of freight handled yearly at Swanton aforesaid is large; that the freight depot is not of sufficient capacity to reasonably accommodate the public.

And your petitioners further represent that the railroad tracks of the C. V. R. R. Co. and the St. J. & L. C. R. R. Co. cross the highway a short distance south of the passenger depot at Swanton aforesaid;

That said crossing is dangerous on account of the number of trains daily passing over said tracks, together with the switching that is done in the yard of said railroad companies and tracks where they cross said highway;

That persons coming to said crossing, especially from the west side, cannot see said tracks sufficiently to tell whether or not it will be safe to attempt to cross until they are on or very near said tracks;

That said highway is frequently blockaded by the cars or trains of said railroad companies so that the public cannot pass for an unreasonable and unlawful length of time;

And your petitioners urge that said railroad companies be compelled to have a flagman at said crossing to warn the public of, and other safeguards established such as the necessities of the case seem to require.

Your petitioners further represent that the public are not reasonably accommodated by said C. V. R. R. Co. at East Swanton, Vt.;

That the south-bound train for Boston that passes East Swanton at 10:40 P. M.,—No. 67—is not allowed to stop and passengers for Boston and

intermediate points are obliged to leave Swanton on a train several hours earlier, and then wait at St. Albans until about 11 o'clock P. M.; and that train No. 74, which passes East Swanton at 8:45 P. M., is not allowed to stop for passengers going north to Montreal and points West;

That in consequence thereof passengers going West must either go to St. Albans to take said train, or go on some other and earlier train, and that the traveling public are much annoyed and discommoded by such an arrangement, and ask that said trains may be stopped at the depot when there are passengers;

Your petitioners further represent that the C. V. R. R. Co. unreasonably refuses or neglects to cause the passenger depot at East Swanton to be kept open for the accommodation of the public until after the last named trains have passed;

That passengers who take the risk of boarding said trains where they stop to whistle, north and south of said depot, before crossing the track of the St. J. & L. C. R. R. Co., are obliged in all kinds of weather to stand out of doors;

And your petitioners would respectfully urge early action by the Railroad Commissioners on all the matters herein complained of, and grant such relief as they are entitled to under the law.

Signed by G. W. Squier and W. H. Blake, 2nd, Trustees of Swanton village, and others.

The foregoing original and amended complaint and petition were duly referred, in copy, to the respective railroad companies complained of, and answers were thereupon received as follows, viz.:

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., June 13, 1893.

ALFRED E. WATSON, Esq., *Clerk, Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Yours of 8th inst. inclosing copy of complaint from citizens of Swanton concerning passenger and freight depot accommodations there and grade crossing matter.

The stations at Swanton, both passenger and freight, are owned by the Central Vermont Railroad and this company lease from them and as lessee do not have the care of the buildings, repairs or improvements being entirely under the direction and control of that company.

As to the claim that the passenger station is not accessible except by crossing the tracks of the railroad. This is true, yet these tracks are sidings and not in use at or near the time passenger trains are due; hence

I do not consider the station inaccessible nor the sidings a serious interference with the approach to the station.

With the largely increased quantity of freight transferred there between the two roads the petitioners are justified in complaining that the freight depot is of insufficient capacity, and this has been the subject of correspondence between representatives of the railroads the past month and the expressions are all in harmony as to the requirements, the beginning of the work being delayed until a conference between the roads can be had there at Swanton to determine some matters of detail.

With reference to the highway crossing south of the passenger station and its alleged dangerous character: This is a crossing of the main track of both the C. V. and St. J. & L. C. roads and so far as the allegation involves the crossing of the St. J. & L. C. R. R. track I must deny that it is in any sense a "dangerous crossing." Obviously all grade crossings are, to a certain extent, dangerous, yet with the exercise of reasonable care and prudence by the traveler in the highway approaching this crossing I must insist that the chances for accident are remote. The tracks are crossed by the highway at right angles, or very nearly so, and are both upon tangents, giving trainmen a clear view for good distances, besides, and more important, the location is so near the passenger station, where every engine or train either stops or starts, that the speed is necessarily slow, absolutely removing the most serious and threatening element of danger so often found in the consideration of cases of this kind; hence this company must make strong objection to the placing of a flagman at that crossing, as we confidently believe the requirements of the case do not make it necessary.

It may be that the crossing is sometimes held wrongfully by trains shifting to the annoyance of those in the highway; this portion of the complaint I will investigate and if our men are in the wrong undertake to apply a remedy.

The other complaints refer entirely to matters at East Swanton and do not seem to interest this company.

Yours truly,

(Signed.)

H. E. FOLSOM, *Superintendent.*

CENTRAL VERMONT RAILROAD.

PRESIDENT'S OFFICE.

ST. ALBANS, VT., June 19th, 1893.

* ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

Dear Sir:—I beg to acknowledge receipt of your favor of the 8th inst. enclosing copy of complaint, and amended complaint of the citizens of Swanton in regard to alleged insufficient passenger and freight depot ac-

accommodations at Swanton, and insufficient train accommodations at East Swanton, and a dangerous highway grade crossing at Swanton.

In reply I beg to state that I am exceedingly sorry the Commission have been troubled with this matter of freight and passenger accommodations at Swanton, in view of the fact that we have had in contemplation a renovation, at least, of the passenger station, and an extension of the freight facilities for some time, and the St. J. & L. C. Division of the B. & M. R. R. are heartily in accord with us on this subject; perhaps the improvements we shall make would have satisfied the people of Swanton, and saved them the necessity of appealing to your Honorable Board. The improvements would have been completed ere this, were it not for the fact that our building department has been very much rushed during the early part of the season and we were unable to reach Swanton before this time.

In regard to the crossing at Swanton, I must respectfully invite your attention to the statement of Mr. Baldwin attached hereto. A personal examination of the situation by myself leads me to concur thoroughly in what Mr. Baldwin says on the subject. I think an examination by the Board would justify the same conclusion by them.

In regard to the alleged insufficient passenger accommodations at East Swanton: I am exceedingly sorry that the people of Swanton feel that they are aggrieved in regard thereto. An examination of the facts of the case will show, I think, that there is more than reasonable facilities furnished for the amount of business performed. You will note from Mr. Baldwin's letter attached, and also from an examination of our time card, that passengers going south have trains leaving Swanton at 5:40 A. M., 10:17 A. M., 2:12 P. M. and 7:19 P. M., and from East Swanton, 10:30 A. M. and 6:40 P. M., also the way freight with saloon attached which carries passengers and leaves East Swanton at 4:52 P. M. and same with respect to way freight No. 9 leaving Swanton at 1:50 P. M.

North bound they have trains leaving Swanton at 6:22 A. M., 8:40 A. M., 1:20 P. M., and 7:33 P. M. And from East Swanton, 5:31 A. M., and 6 A. M., for through passengers coming from points south of St. Albans or going to points beyond St. Johns; 7:46 A. M., 8:03 A. M., 6:25 P. M. The latter train, No. 66, connects with all through trains over the Grand Trunk for the West. The public can, therefore, reach any point that any one on our line can reach, and I think an examination of the matter will show that Swanton has more train accommodations for its population and amount of business done than any town in the State. It is true that 74 and 67 trains do not stop at East Swanton, but it must be remembered they are heavy trains and run on very fast time, and are really characteristic *through trains*, and were put on to accommodate the through travel more than the local travel. The people of Swanton I am sure will recognize that it is our duty to take care of the through travel as well as the local.

I have had statistics taken from our Auditor's office which show the number of tickets sold annually to points south of St. Albans and west of Montreal from East Swanton during the year 1892; for the whole year they average less than 72 tickets a month; as you can readily see very much less than $\frac{1}{2}$ ticket per train.

The geographical situation of the station at East Swanton is such that I cannot believe there are many people who are discommoded by the matters complained of.

The station is situated quite a distance from the town and was only put there originally on account of the junction with the St. J. & L. C. R. R. and to accommodate what little travel there might be from Swanton north and west by the Grand Trunk road.

All of which is respectfully submitted.

Truly yours,

(Signed.)

E. C. SMITH, *President*.

Enclosure.

CENTRAL VERMONT RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

ST. ALBANS, VT., June 16th, 1893.

MR. E. C. SMITH, *President, St. Albans, Vermont*.

Dear Sir:—Referring to copy of petition attached from the citizens of Swanton to the Board of Railroad Commissioners with Mr. Watson's letter to you of June 8th.

It is a fact that the depot is not new and that for want of paint and kalsomine both inside and out, does not present the best possible appearance. You will recollect, however, that early in the spring it was decided to put this station in good condition by painting outside, and also painting and kalsomining inside, also making some needed repairs to platform. This would have been attended to some weeks ago, but for the fact that our Building Department had so much work in progress it has seemed impracticable to get to this particular job up to the present time. Instructions have been given, however, to have it attended to immediately and work will be commenced in a very few days.

In regard to the depot not being accessible to the public except by crossing over tracks. This is a fact and with a union station at that point it will be difficult to remedy this particular difficulty. I will say, however, that the track that it is necessary for people to pass over in getting to and from the station is a side track and it is comparatively little used. It is a track on which the St. J. & L. C. R. R. passenger trains stand when receiving and discharging passengers at the station, and I am hardly

prepared to believe that the public are discommoded to any great extent by being obliged to pass over this track in getting to and from the station.

In regard to the complaint that the depot is cold and uncomfortable. I infer that the petition is of recent date, consequently am hardly prepared to believe that passengers find the depot cold at this season of the year, and infer that it is uncomfortable only to the extent that it requires repainting and fixing up as indicated above.

Now in regard to the matters contained in the amended petition. It is a fact that the present freight warehouse at that point is not of sufficient size to accommodate the traffic of the two roads passing through it. We called the attention of the St. J. & L. C. R. R. Co. to this matter some time ago and asked that company to provide separate accommodations for their local freight traffic at Swanton on account of present insufficiency of room, and I have Sup't Folsom's promise to meet me there at an early date for the purpose of seeing what changes can be made to overcome this difficulty.

In regard to the complaint made as to the dangerous character of the crossing east of the station, will say that the situation is not sufficiently serious to justify the complaint. I have made personal examination of the crossing in question this morning and find that people using this crossing from either direction have ample opportunity to discover if trains are approaching from either direction, if ordinary care is used. No trains pass this crossing without stopping in that immediate vicinity, and therefore cannot pass at high rate of speed. I do not recollect of having received any complaints as to this crossing being blocked unreasonably by trains of this company. If parties having reason to make such complaints will do so a remedy can be applied. I think, however, that the present State law governing such matters is ample to cure this evil if it exists if the aggrieved parties will endeavor to have it enforced.

Now in regard to the complaint regarding certain trains of this company, viz., Nos. 67 and 74 not making regular stops at East Swanton. No. 67 train is the fast Chicago express for Boston, and usually very heavy, and after leaving out all of the stops possible on this train between St. Johns and White River Junction it is still difficult for it to make time. The number of passengers who are discommoded by this train not stopping at East Swanton are insufficient to justify making the additional stop. Passengers desiring to reach points south from Swanton now have passenger trains as follows, viz.: No. 13 mixed train leaving Swanton at 5:40 A. M., connecting at St. Albans with No. 53 mail train south. No. 57 train leaving Swanton at 10:17 A. M., connection at St. Albans with trains south. No. 59 leaving Swanton at 2:12 P. M., connecting with trains south at St. Albans. No. 63 train leaving Swanton 7:19 P. M., connecting at St. Albans with train south. And from East Swanton they now have passenger train facilities as follows: No. 57 train leaving there at 10:20

A. M., connecting at St. Albans with trains south. No. 61 train leaving there at 6:40 P. M., connecting with trains south at St. Albans. Also No. 5 way-freight, Northern Division, leaving East Swanton at 4:52 P. M., carries passengers in saloon car. I should also add that No. 9 way-freight leaving Swanton at 1:50 P. M., carries passengers in saloon car.

It would seem that with the passenger accommodations enumerated above that there can be but few passengers discommoded by train 67 not stopping at East Swanton.

Now in regard to complaint in regard to No. 74 north-bound train not stopping at East Swanton, for passengers going beyond Montreal west. No. 74 is a fast through express from Boston to Chicago and it is found necessary to avoid all the stops possible. If this train is required to make a stop both for the St. J. & L. C. R. R. crossing and an additional stop at the station at East Swanton it will require more loss of time than can be spared, and the number of passengers going west of Montreal that are discommoded by this train not stopping there must be very small.

In the matter of not keeping the passenger station open at East Swanton until after No. 74 train, will say that as this train is not scheduled to stop at East Swanton it has not been considered necessary to keep the station open for that train.

All of which is respectfully submitted.

Very truly yours,

(Signed.)

F. W. BALDWIN.

Thereupon, after correspondence was had and reasonable effort was made to bring about a mutual arrangement of the matters complained of, a hearing was held by the Board at Swanton, August 4th, 1893, and the same was further heard on August 9th, 1893, at which there were in attendance E. A. Ayres, H. A. Burt, R. O. Sturtevant and D. G. Furman, Attorneys for complainants; President E. C. Smith, General Superintendent F. W. Baldwin, C. W. Witters, Attorney, for the Central Vermont Railroad Company; and Superintendent H. E. Folsom and S. C. Shurtleff, Attorney, for the St. Johnsbury & Lake Champlain Railroad Company.

Testimony was taken at great length for a hearing of this character, and the premises of the station house and grounds complained of, and of the alleged dangerous grade crossing, were also examined by the Board. The testimony showed that the depot was built forty-one years ago. The inconvenience of its situation with reference to the freight houses but a few feet north of it, and the "coal shed track", so called, and the St. Johnsbury & Lake Champlain Railroad line, both

on the easterly side of it, necessarily to be crossed by all teams and travelers going to the depot, its general out of order condition at the time of preferring the petition, and the danger to the public travel in getting to and from and while doing business at it, appeared to have long been recognized by the railroad company, and its remedy had been the subject of study and plan on its part, and of solicitation on the part of the people of Swanton. The junction of the two railroads here, the close proximity of private buildings, and congested yard limits and facilities, had rendered difficult the question of the best method of remedying these inconveniences and the danger attending them.

At the conclusion of the taking of the testimony on the part of the petitioners, conferences were invited and held between the railroad companies and the petitioners, which resulted substantially in the following verbal proposition on the part of the Central Vermont Railroad Company, viz.:

That the side track next east of the passenger and freight depot should be taken up, and that the track for the St. Johnsbury & Lake Champlain Railroad should be taken up so that it should only abut and terminate at the south end of the passenger depot, and that the passenger depot and baggage rooms should be removed to the north end of the passenger depot, and that the present coal track should be made to connect with the side track north of the depot;

That the St. Johnsbury & Lake Champlain Railroad should be requested to provide additional freight accommodations, separately, north of the depot, and that plans should be made showing the proposed changes forthwith, and, if approved by the Board of Railroad Commissioners, and the St. Johnsbury & Lake Champlain Railroad Company, and acceptable to the petitioners, that such changes should be made at once.

It was further proposed by President Smith that an awning roof should be provided for the use of its patrons and those of the St. Johnsbury & Lake Champlain Railroad.

As to the stopping of trains at East Swanton, it was proposed by President Smith that stops should be made at that station for the same class of passengers as the same trains stopped for at the lesser stations of Colchester, Highgate Springs and Des Rivieres, but that it would be impossible to have No. 57 train stop at East Swanton, it being a very heavy train and costly to run, and, if it stopped there regularly it would reduce it from a through to a *quasi* local train. He restricted this proposition to the present, the conditions of the

future to be taken care of justly, as changes in trains and schedules may demand.

The defendants presented to the Board no testimony.

Mr. Burt, one of the petitioners, and attorney for all, speaking for a goodly number of the people of Swanton, suggested that the Board suspend the case, subject to being notified that the railroad company had not done, and is not doing, what President Smith proposed, as aforesaid; thereby giving the time of four to six weeks for the railroad company to carry out the changes proposed by its president, and the same not being done, the Board to be notified of such default and the hearing to be again taken up, and the case to be disposed of by the Board,—all changes made to be subject to the approval of the Board.

Thereupon the cause was suspended, and the changes proposed were entered upon by the railroad company. The attention of the Board has not since been invoked by the petitioners upon the branches of the complaint relating to the Swanton station or to the facilities at the East Swanton station, but the following report of progress was made to the Board in a few weeks after the case was suspended, as above stated.

CENTRAL VERMONT RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

ST. ALBANS, VT., December 2, 1893.

MR. ALFRED E. WATSON, *Hartford, Vermont.*

Dear Sir:—Referring to your recent request of President Smith concerning certain information regarding matters at Swanton. Permit me to enclose you herewith the following documents which I think are what you require:

A synopsis of verbal agreement made by President Smith with the people of Swanton, there having been no written agreement, also a little drawing showing the condition of Swanton yard before and since the changes; a copy of bulletin posted for government of passenger conductors on Northern Division concerning stopping at East Swanton station. I enclose a copy of Northern Division time table which will give you the information necessary as to conditions under which passenger trains will make regular stop at the station named.

Yours truly,

(Signed.)

F. W. BALDWIN,

General Superintendent.

SYNOPSIS OF VERBAL AGREEMENT MADE BY PRESIDENT SMITH WITH
PEOPLE OF SWANTON.

It was suggested that the situation could be very much improved by changing the tracks so that the passenger trains of the St. Johnsbury and Lake Champlain Railroad would stand at the south end of passenger depot, alongside of platform to be erected for that purpose, instead of standing on the track on east side of the passenger station.

Also, that a separate freight warehouse could be erected for the exclusive use of the St. Johnsbury and Lake Champlain Railroad, and business so arranged that the track running parallel with both freight and passenger station on east side could be dispensed with. All of this has been undertaken, and the work nearly finished, which results in practically doing away with any inconvenience that the people of Swanton may have suffered in the past, in consequence of being unable to reach the passenger station without climbing over or around train that might be standing on track above-named, on east side of depot.

Contract has already been made to light the depot inside and out with electric lights, which will be in operation very soon.

The separate warehouse for the exclusive use of the St. Johnsbury and Lake Champlain Railroad is nearly completed, which will give plenty of warehouse room for each company. The tracks have all been changed, as contemplated. The platform for the use of passengers, in connection with the St. Johnsbury and Lake Champlain Railroad, is also completed, with the exception of the awning covering the same, which will be finished in a few days.

ST. ALBANS, VT., September 7, 1893.

NOTICE TO PASSENGER CONDUCTORS.

Complaint has been made to the Railroad Commissioners by citizens of Swanton to the effect that conductors of passenger trains that are scheduled to stop and leave passengers at East Swanton, are in the habit of unloading passengers onto the ground away from the platform, either east of the crossing or west of the platform. Hereafter you will please see that in all such cases passengers are landed at the platform, even though it requires an additional stop of your train to do this.

(Copy.)

F. W. BALDWIN, *General Superintendent.*

The Board, also, at its annual inspection in July last examined the alterations made, and found the conveniences and improvements contemplated by said proposition at this station had been made, substantially as suggested, and satisfaction was expressed to the Commission by Mr. Burt, one of the petitioners, and representing the body of the petitioners.

The Board finds from its examination that the conveniences of this station are now reasonably adequate to the public needs and that the

patrons of both railroads are freed from the great elements of danger in getting to and from this depot, so far as can be reasonably done through its recommendations.

As to that part of the case which asks that a flagman be stationed at the grade crossing south of said depot, the Board was again called out by the Central Vermont Railroad Company, at the instance of S. F. Brown of Chicago, who is the owner of one of the hay barns which tend to obstruct the view of travelers over the crossing complained of, and who claimed a right under the law to be heard upon the question of the character of the crossing.

The hearing was had at Swanton August 7th, 1894, when testimony was taken. This testimony tended to show that this crossing was not a dangerous crossing and that the removal of the obstructions to the view of the approaching trains, as the highway traveler approached the crossing, was not called for under all the circumstances.

The Board finds that this crossing is one of great peril to the highway traveler by reason of the outlook for trains coming from the south, being obscured by a line of small hay sheds, standing near the railroad track, so that the cars cannot generally be seen by the traveler driving on the Maquam road, down the hill from the west, towards it. The amount of travel over this road is found to be considerable, and in winter largely with heavy teams. The removal of these hay sheds would reduce the public danger at this point to a minimum. It is manifestly an improvement in the interests of safety to life, limb and property of the highway traveler that such removal should be recommended and made. Its expense is trifling, when compared to the present standing liability to accident.

The Board, therefore, recommends to the Central Vermont Railroad Company that the hay sheds now standing on the westerly side of its hay track, just south of the Maquam road in Swanton, be sufficiently displaced and removed, so that there shall be left an open and clear space for view of not less than two hundred feet between the center of said Maquam road in Swanton and any obstruction south of it within railroad limits on that side of its line.

The Board recommends that these obstructions be removed on or before December 1st, 1894.

The application for a flagman to be stationed at this point is denied without prejudice.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF WEST HARTFORD.

SUBJECT:—INSUFFICIENT DEPOT FACILITIES AND ACCOMMODATIONS.

The following report, which incorporates the complaint and petition, gives a statement of all material facts in connection with this case, and the action of the Board in the premises:

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, September 14th, 1894.

In the Matter of the Complaint and Petition of Citizens of West Hartford, in regard to Lack of proper Station Accommodations.

The complaint and petition, which was filed with the Board July 7th, 1893, is as follows, viz.:—

WEST HARTFORD, VT., June 29, 1893.

Railroad Commissioners of Vermont.

Gents:—As a community, we feel that our railroad station is not safe or convenient for the public. As it is now located the Highway Commissioner says that he can do nothing to improve it.

We would respectfully ask that you meet us here at some near future (date) that will suit you to see if there cannot be some improvement made by moving the depot. It would please us if you could meet us next Monday.

F. P. WHEELER,
AUSTIN HOWARD,
CHARLES J. UDALL.

This petition having been duly referred to the railroad company, reply thereto was received by the Board, May 3rd, 1894, suggesting that it might be best for all concerned to have a hearing upon the petition that all might understand precisely the nature of the request and the condition of the premises.

Whereupon a hearing was appointed and due notice was given to the petitioners and the railroad company, and the parties met the Board at the West Hartford and Pomfret station, June 12th, 1894, at 9 A. M.

Present, Commissioners Pingree and Davison; F. W. Baldwin, General Superintendent, appeared for the Central Vermont Railroad Company; and the petitioners and other citizens were present.

The premises were examined and the parties were fully heard.

The location of the station house with reference to the spur track running in behind it, and also with reference to the conformation of the grounds east and south-easterly of it, and the highway opposite thereto, is found inconvenient and dangerous.

It is approached from the village side by a sharp, though short, hill, and the landing at the top is at the platform end of the depot, and the siding or spur runs along the south side.

A stage line carrying mails and passengers comes in and goes from this station daily, and considerable other passenger, express and small freight traffic is delivered and discharged here, and all teams have to operate, when the east track is clear of cars, on a place about twenty-five feet in width with the main line near it on one side and the steep slope on the other.

This small area is wholly inadequate, as the arrangement now is, for safety or reasonable convenience, and when cars occupy the side tracks as it appears they do frequently, the approach to the depot by teams is extremely hazardous, and it is with difficulty that a two-horse team, on this V shaped space between the tracks, can get out on a sudden approach of a train, right side up. Various and inconvenient expedients have been resorted to for years by the stage drivers and others to prevent accidents to their teams. Moreover, the single waiting room is too small for the business of this station, and it demands a neater and more attractive appearance.

The Board considers and appreciates the claim made by the railroad company, that its general business of the past year has been light and less remunerative than heretofore, by reason of the financial and general business depression, and the disturbances to the transportation of traffic in the west, and it would make recommendations involving abnormal expense at this time, only upon the most reasonable demand, or in the necessary interests of public safety.

It is found that the station is one of quite considerable passenger and freight and express traffic, and that its character clearly requires better, more convenient and safer facilities than are now provided here. The Board, therefore, makes the following recommendations to the Central Vermont Railroad Company in the premises, viz.:

That it do remove its present siding and spur track from the south or village side of the station house to the west side of the same on or before December 1st next, and that on or before December 1st, 1895, the passenger waiting room of said depot be enlarged, and the station house be repaired and made more convenient, neat and attractive;

That the closet be removed from its present location to some other less offensive place, and that the platform be extended along the south or village side of the depot, and convenient facilities be provided upon the grounds for approach to it on the side opposite the main line.

By the Board,

ALFRED E. WATSON, *Clerk.*

PETITION OF HUGH DUFFY AND OTHERS.

SUBJECT:—CONSTRUCTION OF “PINE STREET TUNNEL AND BRIDGE.”

To the Honorable Board of Railroad Commissioners of the State of Vermont:

Whereas, the construction of the Pine Street Tunnel and Bridge, so called, in the city of Rutland, the trestle and side track heretofore running to the storehouse of Burditt Brothers, over said proposed tunnel, past the storehouse of Duffy & Clifford and lands of John W. Cramton, has been taken up and destroyed, so that said Burditt Brothers have not now sufficient means of running cars to their store-room for the purpose of unloading the same, and, whereas, the facilities for the unloading of cars at the store-room of Duffy & Clifford are greatly diminished and rendered inadequate for the purpose of their business by reason of the taking up of said trestle and side track, and, whereas, the said bridge as now being constructed, according to the order of the Commissioners, will not be of sufficient width to enable the said Burditt Brothers to construct another track so as to enable them to run their cars to their said storehouses; and, whereas, there is no other adequate way of running their cars to their said storehouses, therefore, the undersigned respectfully request the Railroad Commissioners to add to their order, regarding the construction of the Pine Street Tunnel and Bridge, so called, in the City of Rutland, a further order so as to permit and empower the construction of the abutments of said bridge eight feet northerly towards West street beyond the northerly point of the present working plan and specifications and to widen said bridge an equal distance on said abutments. And your petitioners show that the widening of said bridge sufficient for the purposes aforesaid can be made at a very much less expense in connection with the construction of the bridge as now ordered, than after the same has been completed and therefore request action thereon at as early a day as convenient, as the construction of said bridge will begin soon.

Dated at the City of Rutland this 10th day of July, A. D. 1893.

(Signed.)

HUGH DUFFY,
BURDITT BROTHERS,
M. J. CLIFFORD,
J. W. CRAMTON.

The following report shows the action taken by the Board upon this petition:

IN BOARD OF RAILROAD COMMISSIONERS.

RUTLAND, VT., July 18, 1893.

In the Matter of the Petition of Citizens of Rutland, dated July 10th, 1893, touching the Construction of the so called "Pine Street Tunnel and Bridge" in the City of Rutland.

Whereas, an order has heretofore been issued of date September 21st, 1891, for the construction of an under-grade crossing at what is known as the "Pine Street Extension," to take the place of the "Landon Grade Crossing," so called, within the limits of the then town, but now city of Rutland; and,

Whereas, the said order for the details of the construction of said Pine Street under-grade crossing refers to and makes a part of the same the plans and specifications of Messrs. Chappell & Burke, marked "B" and "C"; and,

Whereas, a modification of said order was thereafter asked for and had by the Central Vermont Railroad Company, in accordance with a memorandum or agreement entered into between the said railroad company of the first part and the city of Rutland of the second part, bearing date April 2nd, 1893, said modification order bearing date May 3rd, 1893; and,

Whereas, pursuant to said order and to said modification order, the said railroad company and the said city of Rutland proceeded to the execution of the same; and,

Whereas, on the 10th day of July, 1893, further application was made to the Board for such further order as would permit the abutments of said bridge to be extended eight feet northerly towards West street, beyond the northerly point of the present working plans and specifications in said original order referred to, and also, to widen said bridge an equal distance upon said abutment;

Thereupon, a hearing was appointed and had at Rutland, on July 18th, 1893, to which all parties in interest were duly notified, and there appeared, to wit:—

The city of Rutland by Hon. John A. Mead, mayor, and four of the Board of Aldermen, together constituting a special committee thereunto authorized and empowered to act on behalf of said city; the petitioners by George E. Lawrence, attorney; and the Central Vermont Railroad Company by Charles A. Prouty, attorney.

Whereupon, upon examination of the premises and hearing the statements of parties aforesaid, the Board makes the following modification of its orders heretofore made in the premises, to wit:—

That the said Central Vermont Railroad Company be, and it hereby is, authorized and permitted to construct and build the abutments of said sub-grade crossing northerly towards West street eight feet beyond the northerly point in the working plans and specifications of Messrs. Chappell & Burke aforesaid, and to widen said bridge upon the same, as aforesaid, the said extension to be of such quality, grade of work and manner of construction as is called for in said plans and specifications which were made a part of the said original order, as above stated. But the clear space or height of any additional track which may be constructed above said street shall be such as is called for by said original order, without any lowering of the present grade of the street to be constructed under the same.

It is also further ordered, upon the oral application of the said railroad company and for good cause shown, that the time for completing the said work in accordance with said orders, to the satisfaction and acceptance of the Board, be, and the same hereby is, extended to November 1st, 1893.

By the Board,

ALFRED E. WATSON, *Clerk.*

PETITION OF CENTRAL VERMONT RAILROAD COMPANY.

SUBJECT:—APPORTIONMENT OF EXPENSE OF CHANGE OF HIGHWAY, AND ABOLISHMENT OF HIGHWAY GRADE CROSSING.

The following report, in which is incorporated the petition, shows the action taken by the Board in this case:—

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Vt., November 8th, 1893.

In the Matter of the Petition of the Central Vermont Railroad Company, making Application for a Re-apportionment of the Expense of Changing the Highway at the Ford Grade Crossings in the Town of Braintree, pursuant to the Order of the Board of date September 20th, 1892.

PETITION.

To the Honorable Board of Railroad Commissioners of Vermont.

I respectfully ask that your honorable Board will re-apportion the sums to be paid by the Central Vermont Railroad and the town of Braintree, for building the new road at "Ford's Crossing" in said town of Braintree for that, while the old apportionment made by the Board on

the basis of the probable expense, the highest of which was about \$500, the actual and necessary expense amounted to very nearly \$1,000.

The builders were forced to extend the road 600 feet in order to come down to the level of the old road at a reasonable grade. Had they not made this extension it would have been necessary to have cut down the hill say ten feet lower than was done, and the expenditure of large sums, in order to get an easy grade; again, in grading the new road, the builders came upon heavy ledges, which necessitated a large amount of blasting, and large extra expense because of these ledges.

The builders also put in a stone culvert, and four tile drains, all of which will last for many years without any expense. All these things increased the cost materially, and it seems but just that the re-appportionment should be made.

This does not include land damages, the amount of which I will give to the Board as soon as the settlement can be made.

(Signed.)

W. B. VIALL, *Agent C. V. R. R.*

A hearing was had upon the foregoing petition, upon notice to the town of Braintree and the Central Vermont Railroad Company, at West Randolph, September 28th, 1893.

There were present the full Board; Joseph D. Denison, attorney, and William B. Viall, agent, representing the Central Vermont Railroad Company; and William H. Nichols, attorney, and Theodore B. Kendall and A. S. Stokes, selectmen, representing the said town of Braintree.

In the case of the "Ford Grade Crossings" heretofore heard, and reported in the Third Biennial Report of the Board of Railroad Commissioners 1892, on pages 232-237, it was ordered that the highway between the Ford grade crossings in Braintree be changed to the north-easterly side of the railroad, and its definite location and manner of construction were outlined in said order.

It was also ordered that the railroad company should take the necessary steps for taking the land of the adjoining owners for the purposes of said highway, and that it should build and complete the same, and that, upon its completion to the acceptance of the Board, the town of Braintree should pay to the said railroad company the sum of \$200.00 as its just proportion of the cost of the land so taken and of the expense of the construction of said highway; and that said railway company should bear the balance of all of the expense of the same.

It appeared that the said railroad company went forward, in compliance with said order, and constructed said highway in substantial accordance with said order, and to the satisfaction and acceptance of the Board and the selectmen of said town of Braintree; and that the cost of the same was several hundred dollars in excess of the estimates made to the Board at the hearing before the order was made.

Whereupon, the application aforesaid is presented, asking that that part of the order relating to the apportionment of the cost of the same between the said town and railroad company be revised and changed for the reasons stated in the application.

Upon this application this hearing was had. From the testimony presented it appears that the actual expenditure by the railroad company, in the execution of the said order of the Board, is claimed to be \$990.00.

No claim is made on the part of the town that the order has not been well carried out on the part of the railroad company; and that the highway has been well built, and that the items of expense in the account presented by said railroad company represent cash actually paid out by it in the premises, it is conceded.

The town of Braintree by its attorney objects to any re-consideration or re-apportionment of the cost and expense between the parties, insisting that the order of the Board in the premises having been made and the work of constructing the highway under it having been completed and accepted by the Board, it is not open to the consideration of a revision and re-adjustment as sought by the application.

The railroad company by its attorney claims that the Board may lawfully, and should, if it seems just in the light of facts and information appearing in the progress or at the completion of the work, make a re-apportionment of the expense of carrying out its order between the parties.

The subject of a change in the highway here, looking to the abolishment of one or both of these dangerous Ford grade crossings, has been considered both by the preceding and the present Board, and considerable testimony was presented touching the matter, coming mainly from railroad men familiar with the work of grading and road construction, in relation to the probable cost of the work of grading and building this piece of highway. The estimates varied, ranging between \$400.00 and \$700.00.

Borings were made at various places, with a view to discover to what extent the cost of the work would be likely to be increased or diminished by the presence or absence of rock formation in the line of the grading.

From all the testimony presented and from such inspection as the Board was able to make in the natural state of the ground before the earth was removed and the rock was laid bare, the estimated cost of the land damages and the construction of the road was placed by it at about \$600.00.

Upon this basis, and upon testimony showing the financial circumstances of said town and railroad company, and their respective ability to bear the burden of expense incident to the changes ordered, the Board was of the opinion that the said town of Braintree should bear the burden of approximately one-third of the same, or \$200.00, and that the said

railroad company should bear the remaining two-thirds, or approximately \$400.00,—the balance of the estimated cost and expense under the order.

The progress of the work of constructing the road to completion in compliance with the said order, developed the fact that the highest estimates presented to the Board at the former hearings were several hundred dollars too low, and that the work could not be done as it was done at an expense much less than as appears by the account presented at this hearing.

Upon the discovery of the large ledge formation upon and near the top of the rise in the new road, it was found that it would be less expensive to extend the northerly terminus of the same along the slope to a point farther from the upper crossing than was strictly contemplated by the order of the Board. This economic variance was approved by the Board, and the still greater increase in the expense of blasting the crown of the rise lower was saved. Notwithstanding which, the unexpected amount of rock which was struck in the grading, and which had to be blasted out in order to attain the light grade called for in said order, added to the cost beyond any calculations presented to the Board at any of the previous hearings.

The Board finds from the testimony, and from its examination of the work and premises during and since the completion of the construction of the said highway, that the same has been well constructed, and with a reasonable economy of cost for what has been done on it, but that in some particulars,—most noticeably the building of a high and close post and board fence of about seventy rods in length, between the highway and the railroad,—expenditures have been made which, although serviceable and valuable in the interests of greater safety to the public travel, were not strictly called for by the order of the Board in the premises.

In the interest of a just and fair apportionment of the cost and expense incident to said alteration and change between the said parties, and with a full knowledge of the same in its present light,

It is the final order of the Board that the said town of Braintree do pay to the said Central Vermont Railroad Company the sum of three hundred dollars,—\$300.00—as its just proportion of the land damages and the cost of the construction of said highway, in lieu of the sum of two hundred dollars—\$200.00—as originally directed, and that the Central Vermont Railroad Company shall pay the balance of all cost and expense of the same.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF BLOOMFIELD.

SUBJECT:—DANGEROUS HIGHWAY GRADE CROSSING.

This complaint and petition, which was filed with the Board August 9th, 1893, is as follows:—

TO THE HON. SAMUEL E. PINGREE, *Chairman Vermont Railroad Commissioners, Hartford, Vt.*

Sir:—We, the undersigned citizens of Bloomfield, Vt., would respectfully represent to your Honorable Board that the public highway which crosses the Grand Trunk Railway's tracks here in Bloomfield is extremely dangerous to teams, etc., narrow escapes being of frequent occurrence, and the utmost difficulty, at all times, experienced in climbing the steep banks of said railroad crossing.

Therefore, in our opinion, the public safety, and general convenience of the people of this locality, imperatively demand a passageway under the tracks at the point referred to, such under-pass to be constructed by the Grand Trunk Railway Company, as it is their embankment which causes the whole trouble.

It is to secure such under-pass that we present this petition, and we would earnestly request your careful consideration, and prompt acknowledgment of the same.

Bloomfield, Vt., July 11, 1893.

(Signed.)

WILLIAM B. PERKINS,
Town Representative,

F. A. ROBY,
First Selectman,

S. O. SHOFF,
Second Selectman,

HENRY G. SPENCER,
Third Selectman,

AND THIRTY-EIGHT OTHERS.

A copy of this complaint and petition was referred, in due course, to the Grand Trunk Railway Company, which, in addition to an immediate acknowledgment of the receipt of same, soon after made the following answer, through its General Manager:—

GRAND TRUNK RAILWAY COMPANY OF CANADA.

GENERAL MANAGER'S OFFICE.

MONTREAL, 25th August, 1893.

ALFRED E. WATSON, Esq., *Clerk, Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—In further response to your letter of the 9th inst., with complaint and petition of certain citizens of Bloomfield, Vt., I beg to

represent to your Board, that the situation of the approaches to the road crossing in question is not such as to require that the expensive remedy of an under-pass should be imposed upon this Company.

The plan, which I beg to enclose, shows the situation of the highway and the grade of the approaches. It will be seen that the highway, which has existed since the construction of the railway, has evidently been worn away, on each side of the track, and should be restored to its original position, or grade. This improvement the Company would, of course, undertake, if approved of, and perform to your satisfaction.

Yours truly,

(Signed.)

L. J. SEARGEANT,

General Manager.

The following report shows the subsequent proceedings in this case:—

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, September 12th, 1893.

In the Matter of the Complaint and Petition of William B. Perkins and others, Citizens of Bloomfield, against the Grand Trunk Railway Company of Canada, touching an alleged Dangerous Highway Grade Crossing.

A hearing was had upon the complaint and petition, at Bloomfield, September 7th, 1893, upon due notice to the petitioners and the railway company. There were present all the Commissioners; C. J. Flaherty, Attorney, and F. A. Roby, First Selectman, representing the petitioners; and A. A. Strout and C. A. Hight, Attorneys, and H. B. Hollinshead, Assistant Engineer, representing the Grand Trunk Railway Company. Numerous citizens were also present at the hearing.

The premises were inspected by the Board and parties, and testimony of all witnesses was taken at the Bloomfield Town Hall.

At the conclusion of the taking of testimony, a verbal proposition was submitted to the petitioners, and the Board, and also a plan by the engineer, embodying an agreement on the part of the railway company to make improvements upon the grades approaching the track, reducing and improving the same and diminishing the danger to the public travel, and the petitioners were solicited to accept and adopt the proposition in place of the under-grade crossing asked for.

The Board does not understand that the petitioners, by themselves or their representatives, expressly acceded to the proposition so submitted, but that they chose to leave the whole matter in the hands of the Board for its finding and report, upon the examination of the premises and the

testimony presented. The Board, thereupon, requested the railway company, through its attorney, Mr. Strout, to have his proposition reduced to writing, and sent to the Board for its consideration, in connection with the blue print of plan presented.

The proposition has been received, and is as follows:—

GRAND TRUNK RAILWAY COMPANY.

MONTREAL, September 18th, 1893.

To the Railroad Commissioners of the State of Vermont, Hartford, Vermont.

Dear Sirs:—Complaint having been made that the railroad crossing in the town of Bloomfield, Vermont, is inconvenient, the Grand Trunk Railway Company offer to aid the town in relation thereto by doing the following grading:—

To grade the approaches to the railway—and the cross streets on the south side—as shown on the enclosed blue print in pink, with good, hard material.

By this offer on the part of the railway company, we do not intend to admit any legal liability to make repairs at the crossing in question.

Respectfully yours,

E. P. HANNAFORD,

Chief Engineer.

The Board finds and reports the following facts from the examination of the premises and testimony heard:

The road which crosses the railroad track at grade at this point is the main highway of travel along or near the west bank of the Connecticut river, between the towns north and south of Bloomfield village in this valley, and the hill roads leading to the same, and at this point a toll bridge crosses the said river to North Stratford, N. H., the first bridge on the river above being another toll bridge about nine miles distant, and the first bridge south being a toll bridge between Guildhall, Vt., and Northumberland, N. H., about fourteen miles from Bloomfield village.

It also appeared that the heaviest grade to the crossing here is on the westerly side and that by much the larger portion of the heavy teaming comes from the easterly side of the track and up the slope of the easier grade.

The testimony points largely to the complaint of the steepness of the slope leading from the grade down easterly, and to the dangerous character of the fill and curve of the same.

The estimate of the cost of making the proposed under-grade crossing and necessary alterations incident thereto, as testified to by Engineer Hollinshead, is placed at \$6,000.

The indebtedness of the town of Bloomfield appears from the testimony to be \$8,000, and its grand list between \$1,600 and \$1,700. Its population in 1890 was 827.

It also appeared from the testimony that the matter of the liability of the town of Bloomfield to be ordered to pay any apportionment of the expense of making the alterations asked for, had not been presented to or understood by the petitioners until at the hearing, and certain of the witnesses testified that in their opinion the petitioners and the people of the town generally would not wish the change to be made if the town was to be assessed to pay a part of the necessary expense. It appeared that it was the understanding and expectation of the petitioners that in case the alterations sought were ordered, the expense of the same would be borne entirely by the railway company.

The Board finds from the records of its own office that the Atlantic and St. Lawrence Railroad Company, on the line of which this crossing is located, and which line is leased to the Grand Trunk Railway Company for the term of 999 years from August 5th, 1853, has a funded debt of \$3,000,000, and capital stock outstanding amounting to \$5,484,000; and that the Grand Trunk Railway Company, under said lease, assumes all obligations of said railroad company and guarantees the payment of six per cent interest per annum on its outstanding stock.

The Board further finds that the dangerous character of this grade crossing is not extreme.

It did not appear that any accident resulting in loss of life or injury to person or damage to property had ever occurred here within the forty years of its use as now used; and no "narrow escapes" were recalled which were affected by approaching trains.

It is not a blind crossing in comparison with most so called blind crossings in the State, although a careful watch should be kept on east bound trains, and also for these trains by the highway travelers going southerly over it.

The Board, under all the conditions and circumstances of the case,—including the limited amount of public travel over it, the reasonable opportunity of outlook and observation of approaching trains across it, the heavy burden of debt resting upon the railway company, the small grand list and indebtedness of the town, the heavy expense that would be incident to the change, as well as the present general financial situation,—does not deem that the danger to the public travel is so great at this crossing as to justify it in ordering an under-grade crossing to be made at this place at this time.

Therefore, the prayer of the petition is denied, so far as the same calls for an under-grade crossing.

The Board has also considered the proposition of the said Grand Trunk Railway Company, as appears above, and, believing that the pro-

posed changes of grade, therein specified, would tend to promote the public safety and convenience to a considerable degree, recommends to the said railway company that it shall make the improvements in the approaches to its track, as contemplated by its proposition and plan, and that the same shall be done to the acceptance of the Board, according to said plan, before November 15th, next, and that the Board shall be notified of the completion of the work, in order that it may be examined.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF NORTH POWNAL.

SUBJECT:—DANGEROUS HIGHWAY GRADE CROSSING.

This complaint and petition was received on file August 31st, 1893, and is as follows:

TO SAMUEL E. PINGREE, AMORY DAVISON, LEON G. BAGLEY, *Railroad Commissioners of the State of Vermont.*

We, the undersigned freeholders of the village of North Pownal, in the town of Pownal, represent that the public safety requires a flagman to be placed on the highway crossing of the Fitchburg Railroad in said village north of North Pownal station, and we therefore pray that your Honorable Board order said Fitchburg Railroad Company to locate a flagman at said crossing who shall notify the public of approaching trains.

S. L. SMITH.

A. B. GARDNER,

E. E. POTTER, M. D.,

P. E. BROWN.

The following report gives all pertinent facts and the action of the Board in this case:

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, March 1st, 1894.

In the Matter of the Complaint and Petition of Citizens of North Pownal against the Fitchburg Railroad Company.

SUBJECT:—DANGEROUS HIGHWAY GRADE CROSSING.

This complaint and petition was filed with the Board August 31st, 1893, and a copy of the same was thereupon duly referred to the Fitchburg Railroad Company for such answer as it might see fit to make.

Upon the annual inspection of this railroad by Commissioners Davison and Bagley in September last, the crossing was examined, and subse-

quently the officials of the railroad company gave it attention, which resulted in there being placed thereat a certain electric alarm signal of the Union Switch and Signal Company, which signal was understood by the railroad company to be satisfactory to the selectmen of the town and the petitioners. Inquiry afterwards being made by the Board in the premises, with the purpose of a final disposition of the case and dropping the same from its docket as finished business, it was ascertained that some of the petitioners were not satisfied with the action taken by the railroad company, and insisted upon a hearing upon their complaint.

Accordingly, a hearing was thereupon appointed and had, upon due notice to the parties interested, at North Pownal, February 1st, 1894.

There were present at the hearing Commissioners Pingree and Davison and Clerk Watson of the Board of Railroad Commissioners; M. P. Snyder, Train-Master, and James K. Batchelder, Attorney, representing the Fitchburg Railroad Company; and S. L. Smith and E. E. Potter, representing themselves and other petitioners who were present.

The premises and the electric signal were examined, and the statements and claims of the parties were heard.

The said crossing is situated about one rod west of the passenger depot at North Pownal at which point the railroad company has, besides its main line, two side tracks,—one a mill siding, extending to the cotton factory east of the depot, and the other a siding for general railroad use.

About one hundred feet beyond the tracks there is a covered highway bridge over the river, leading to the south part of the village where there are some twenty or twenty-five dwelling houses, but the road leading over this bridge is mostly for the convenience of the inhabitants of the south part of the village in getting to and from the said cotton mill, which is located between the railroad and river, and to the main part of the village north of the tracks, the said road not being a thoroughfare to any community beyond the village, and being a road of local travel only.

As this grade crossing is approached from the south side, the view is open and clear for the discovery of a train approaching from the east for a space of about eight hundred feet,—looking from the north end of said covered bridge; and a train approaching from the west can be discovered from the same point a distance of sixty rods, the view being generally open and unobstructed.

Approaching the crossing from the north, the view is open towards the west to an unusual degree for fully one hundred rods, with the exception of the obstruction of limited spaces by the freight house and other objects too scattered to cause any material obstacles to the view in that direction; while the highway traveler,—after passing the post-office, distant from the track about one hundred and forty-five feet, can discover a train approaching from the east at a distance of a hundred rods from the crossing, the view being open and free from obstructions for

this entire distance, save over the limited space covered by the passenger depot.

This crossing, considering the conformation of the country about it, and all the structures tending to obstruct the view of trains approaching it from either direction, is found to be one of unusual opportunity and facility for the highway traveler, who makes proper use of his eyes and ears, to protect himself from harm in crossing.

The per cent. of grade crossings in this State, as open and convenient for guarding against danger as this one by the observant traveler, is very small. And, yet, it is a dangerous crossing in the sense that all grade crossings are dangerous. The railroad company took notice of this fact, upon the preferment of this complaint, and established thereat the electric signal as stated, which, although it cannot relieve the crossing from all danger, will, certainly, if kept in good working condition at all times, reduce the danger of accident at this point in a large degree.

In consideration of the manifest improvement already made by the railroad company in the interest of safety to the public travel here, the Board deems that this electric signal should have reasonable time for the testing of its practical working and value before further consideration is given to the more expensive, and not always safe provision of a flagman at this grade crossing.

The petition is therefore dismissed without prejudice.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF WEST RUTLAND.

SUBJECT:—LACK OF CATTLE GUARDS AND FENCES.

The following report shows the proceedings had in this case:

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, VT., September 13th, 1894.

In the Matter of the Complaint and Petition of H. G. Sheldon and Others, Citizens of West Rutland, in regard to the Dangerous Character of the so called "Deland Grade Crossing" in West Rutland, on the Lines of the Clarendon and Pittsford Railroad and the Delaware and Hudson Canal Companies.

This complaint, which was filed with the Board October 28th, 1893, is as follows:

L. G. BAGLEY, Esq., of the Board of Railroad Commissioners.

On complaint of H. G. Sheldon and others notice is hereby given the Board of Commissioners for Vermont, that the crossing known as the

Deland Crossing in West Rutland is dangerous and that many cattle and horses have been killed by reason of the want of proper cattle guards and fences. There is absolutely nothing to prevent cattle or horses or other domestic animals running upon the D. and H. Railroad or the Pittsford and Clarendon roads at this point.

I wish, therefore, to call the attention of your Board to this matter, and you grant such relief in the premises as to justice and law appertains.

Respectfully,

(Signed.)

J. E. MANLEY, *for Complainants.*

A copy of this complaint and petition was duly referred to the respective railroad companies, from which the following answers were received:

THE CLARENDON AND PITTSFORD RAILROAD COMPANY.

PRESIDENT'S OFFICE.

PROCTOR, VT., November 14, 1893.

ALFRED E. WATSON, Esq., *Clerk of Board of Railroad Commissioners, Hartford, Vermont.*

My Dear Sir:—I have received the complaint entered by H. G. Sheldon and others, in regard to the condition of the so called Deland Crossing. I have written Mr. Swift of the D. and H. C. Co., suggesting to him that our roads have representatives meet at this crossing and confer as to where the trouble is, and remedy it without any further action on the part of the Commission, and presume Mr. Swift will meet my suggestion.

Yours truly,

(Signed.)

FLETCHER D. PROCTOR.

DELAWARE AND HUDSON CANAL COMPANY.

OFFICE OF SECOND VICE-PRESIDENT.

ALBANY, N. Y., December 26th, 1893.

ALFRED E. WATSON, Esq., *Clerk, Board of Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—In reply to your esteemed favor of the 23rd inst., I enclose herewith letter of our Assistant Engineer on the subject referred to in your letter of the 1st ult., referring to complaint and petition of citizens of West Rutland. From the facts as they appear, this company are in no way responsible for the existing condition of things. I attach letter of Clarendon and Pittsford Railroad Company, referring to the same matter.

Yours very truly,

(Signed.)

H. G. YOUNG.

DELAWARE AND HUDSON CANAL COMPANY.

OFFICE OF THE CHIEF ENGINEER.

ALBANY, N. Y., December 26th, 1893.

H. G. YOUNG, Esq., *Second Vice-President.*

Dear Sir:—The complaint of the Vermont Railroad Commission refers to what is known as the Boardman Hill crossing, about one mile east of West Rutland and a stretch of right of way about two miles in length extending easterly from this point.

In the building of the Clarendon & Pittsford R. R., they crowded in between us and the highway, and building partly on our right of way, partly on the highway and partly on private property, removed all fences and have never replaced any between themselves and the highway. Originally our right of way was thoroughly fenced for the distance in question, and the present condition of affairs is entirely due to the actions of the C. and P. R. R.

The enclosed letter from Mr. Fletcher D. Proctor, President of the Clarendon and Pittsford Railroad, is a practical admission that they are at fault.

A report filed in this office of a cow killed at this crossing Oct. 16th, 1893, states that the cattle guards are in good condition.

Very respectfully,

(Signed.)

R. H. BROWN, *Assistant Engineer.*

THE CLARENDON AND PITTSFORD RAILROAD COMPANY.

PRESIDENT'S OFFICE.

PROCTOR, VT., November 4, 1893.

A. J. SWIFT, Esq., *Albany, N. Y.*

Dear Sir:—We have received complaint from West Rutland, through the Vermont Board of Railroad Commissioners, on account of fences and cattle-guards at the Deland Crossing. I suppose this is the one we have designated as the Boardman Hill Crossing. It is where our roads are so close together. I do not know the situation, and see no reason why the Railroad Commissioners should do anything about it. If agreeable to you, would meet any of your people there and look the matter over and have it made right. *It is possible that we are entirely at fault*, although I imagine that the trouble is with both of us. If you will designate any one and any time we would comply with it.

I would be glad to know the condition of the old contract which you made, I think, with father in regard to the work at Center Rutland, putting in the piers and abutments for your bridge, and we were, I believe, to put in something of a retaining wall. Have we complied fully with

our contract, and have we received our entire remuneration? I spoke with father about it, but a good deal of it has slipped his mind, and I thought, as you had the papers, you could tell me about it. I believe there were a couple of old bridges which we were to have which we have never taken.

Yours truly,

(Signed.)

FLETCHER D. PROCTOR.

THE CLARENDON AND PITTSFORD RAILROAD COMPANY.

PRESIDENT'S OFFICE.

PROCTOR, VT., January 17, 1894.

MR. ALFRED E. WATSON, *Clerk of the Board of Railroad Commissioners, Hartford, Vermont.*

My Dear Sir :—Your favor of December 23 has been neglected because of my continued absence from home. The letter has followed me to different points and the day or two I have been at home between trips has been so fully occupied that I have not had time to reply to it. I now learn that you went to the crossing a day or two since and have doubtless determined what is best to be done. We will readily comply with any request or suggestion you make in the matter. I suggested a meeting with the Delaware and Hudson people soon after receiving your first communication. There was such a meeting, but nothing definite was settled upon.

Yours truly,

(Signed.)

FLETCHER D. PROCTOR.

The Board made an informal examination of said crossing January 11th, 1894, and there met such of the parties as appeared, whereupon it was arranged that Commissioner Bagley should meet the representatives of the two railroad companies and communicate to them the views of the Board, as developed at said examination, and indicate to them such changes and protection as should be provided at said crossing.

A Board meeting was afterwards had, upon notice, February 2nd, 1894, at Rutland, at which all the parties interested were present, and witnesses were examined. The following memorandum of agreement, which was acceptable to the complainants, was then filed with the Board :—

IN BOARD OF RAILROAD COMMISSIONERS.

RUTLAND, VT., February 2nd, 1894.

MEMORANDUM OF AGREEMENT

Between the Delaware & Hudson Canal Co., and the Clarendon & Pittsford R. R. Co., in regard to the crossing at Boardman Hill at West Rutland.

The D. & H. C. Co. will put in and maintain a cattle-guard between their tracks and an extension of same or wing fence to their south line;

The C. & P. R. R. Co. will put in and maintain a cattle-guard between their tracks and extend same or wing fence to the proposed fence between horse car and C. & P. tracks; will build wing fence between the D. & H and C. & P. tracks and erect a good and sufficient fence between the horse car tracks and the C. & P. tracks, east and west to such points as may be designated by the R. R. Commissioners.

Said work, including fence and height of same, to be completed to the satisfaction and approval of the Board of R. R. Commissioners on or before May 10, 1894.

(Signed.)

CLARENDON & PITTSFORD R. R. Co.,

By E. R. Morse, *Treas.*

DELAWARE & HUDSON CANAL Co.,

By R. H. Brown, *Ass't Eng'r.*

At the inspection of 1894, the work was found to be completed pursuant to the foregoing agreement and to the satisfaction of the Board and the case was closed.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT OF HOLDEN & MARTIN.

SUBJECT:—DISCRIMINATION IN FREIGHT RATES.

HOLDEN & MARTIN,

WHOLESALE LUMBER DEALERS.

BRATTLEBORO, Vt., Dec. 20th, 1893.

ALFRED E. WATSON, *Hartford, Vermont.*

Dear Sir:—As we understand the law regarding the railroad companies they have no right to make any discriminations in freight. Now we have positive proof of an instance in which the Central Vermont Railroad books show that they shipped 30,000 lbs. for \$12.35, whereas the regular rates for the same amount is \$15.75. We being heavy shippers ourselves from the same points feel that this is doing us an injustice and would like you to investigate this matter at once.

Sincerely yours,

HOLDEN & MARTIN.

Dictated by

L. E. HOLDEN.

A copy of this complaint was duly referred to the Central Vermont Railroad Company, and acknowledgment was made to the complainants as follows:—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Dec. 22nd, 1893.

MESSE. HOLDEN & MARTIN, *Brattleboro, Vermont.*

Gentlemen:—I beg to acknowledge the receipt of your complaint against the Central Vermont Railroad Company, alleging discrimination

against your firm by said railroad company in the matter of freight charges.

Your complaint will have such attention as it demands from this Board. I will add that your understanding as to discriminations is correct. Discriminations in passenger or freight rates are expressly forbidden by statute under Act No. 36 of the Laws of 1882, and the Board of Railroad Commissioners is given jurisdiction of any violations of law by Sec. 7 of Act No. 23 of the laws of 1886.

You will be duly advised as to future proceedings in the premises. Please furnish more specific data of matter complained of.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

Thereupon an amended complaint was filed with the Board as follows:—

BRATTLEBORO, VT., Dec. 27th, 1893.

ALFRED E. WATSON, ESQ., *Clerk of Railroad Commissioners of the State of Vermont, Hartford, Vermont.*

Dear Sir:—Yours of the 22nd inst. is at hand. In reply to your request, relating to more specific data of discrimination, we beg to inform you, that the firm of Reynolds & Holmes ship lumber at the rate of \$12.35 for 30,000 lbs. from West Townshend station on the B. & W. R. R. to Brattleboro, which fact will appear from the books of the R. R. Co. and by freight bills which we have seen, whereas we are charged \$15.75 for shipping 30,000 lbs. from and to the same points. We make no complaint that Reynolds & Holmes are not charged enough but that we are charged too much, yet as we understand the fact to be, we are charged the same as everyone else except Reynolds & Holmes, whereby they have an advantage in their competition with us, which works to our injury and for which we make this complaint.

Yours truly,

HOLDEN & MARTIN.

(Signed.)

Dictated by L. E. HOLDEN.

A copy of the amended complaint was in regular course referred to the Central Vermont Railroad Company, but before its receipt of same the following telegram was sent to the Board by Col. Edward C. Smith, President:—

CENTRAL VERMONT RAILROAD.

PRESIDENT'S OFFICE.

ST. ALBANS, VT., JANUARY 3rd, 1894.

ALFRED E. WATSON, ESQ., *Clerk, Hartford, Vermont.*

Dear Sir:—Complaint of Holden & Martin is too vague to enable us

to make proper defense. Please give name of shippers and between what points shipments are made that are complained of.

(Signed.)

E. C. SMITH.

The hearing upon this complaint was appointed and had at Brattleboro, January 5th, 1894, at which the complainants were represented by Hon. James L. Martin and L. E. Holden, and the railroad company by F. W. Baldwin, General Superintendent. C. A. Prouty, Attorney, M. M. Reynolds, General Auditor, and D. Mackenzie, Division Superintendent.

Statements were made by the parties and testimony was taken, and an adjournment was had for the purpose of obtaining certain data desired. Before the case came up for further hearing the following letter was received by the Board:—

HOLDEN & MARTIN,

WHOLESALE LUMBER DEALERS.

BRATTLEBORO, VT., Jan. 30th, 1894.

HON. SAMUEL E. PINGREE, *Hartford, Vermont.*

My Dear Governor:—We have been in correspondence with the officers of the C. Vt. R. R. Co. and have become satisfied that it is useless to trouble you any further relative to the complaint filed with your Board of Railroad Commissioners by us against said railroad company.

We therefore withdraw said complaint.

Very respectfully yours,

(Signed.)

HOLDEN & MARTIN.

Dictated by HON. J. L. MARTIN.

Upon this withdrawal of the complaint, the case was closed.

COMPLAINT AND PETITION OF CITIZENS OF ALBURGH SPRINGS.

SUBJECT:—INSUFFICIENT PASSENGER DEPOT ACCOMMODATIONS AND LACK OF FACILITIES AND ACCOMMODATIONS FOR HANDLING FREIGHT.

This complaint and petition was filed with the Board January 8th, 1894, and is as follows:—

To the Honorable Board of R. R. Commissioners of the State of Vermont.

GREETING:

We, the citizens of this locality and vicinity, pray that you investigate the Central Vermont Railroad accommodations at its station at Alburgh

Springs, for the protection and accommodation of the public doing business at this station, together with the traveling public accommodations of the station, which is uncomfortable in size, with no protection for freight which is largely received and shipped from this station; all of which we beg your early investigation.

ALBURGH SPRINGS, VERMONT, December 28th, 1893.

M. E. McCARGAR, AND 39 OTHERS.

The following report gives the subsequent proceedings and action of the Board herein:—

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, April 4th, 1894.

In the Matter of the Complaint and Petition of M. E. McCargar and thirty-nine others, Citizens of Alburgh Springs and vicinity, against the Central Vermont Railroad Company.

A hearing upon this complaint and petition was had at the railroad station at Alburgh Springs, upon due notice to the parties in interest, February 9th, 1894.

There were present Commissioners Pingree and Bagley, and Clerk Watson of the Board of Railroad Commissioners; M. E. McCargar, H. M. Mott and other petitioners, representing the complainants; E. C. Smith, President, and C. W. Witters, Attorney, representing the Central Vermont Railroad Company.

The premises were inspected, statistical information as to the receipts, expenses, and amount of freight and passenger business done at said station was obtained, and the facilities and accommodations there provided for the patrons of the road were examined.

It appears from the statistical statements presented by the railroad company that the gross receipts for shipments of local and through freight from this station for the year ending December 31st, 1893, were \$5,291.08; and that the amount received for the sale of tickets for the same year was \$2,932.18,—the same covering 3,782 individual tickets, but not including mileage ticket passengers, who would doubtless somewhat increase the receipts of the railroad company in its passenger traffic at this station.

It is reasonable to assume that about the same number of passengers have been discharged from the trains at this station as have taken them there.

Both the freight and passenger receipts of this station are subject in all cases, except on what may be classed as local traffic as distinguished from joint traffic, to a division with foreign railroad companies, under certain business arrangements between this railroad company and the respective railroad companies over the lines of which the freight and

passengers may be transported. The proportion of these receipts payable to other railroad companies is estimated at 48% of the gross receipts.

The president of the railroad company represented to the Board that no complaint had ever come to his knowledge from the citizens of this vicinity in the matter herein complained of.

This was admitted by the complainants, but it was alleged, on their behalf, that complaint had been made to a former director of the railroad company, and that attention to the same had been promised.

No claim was urged on the part of the company, indicating its satisfaction with the facilities here afforded to the public, but the season of the year, which rendered economic improvements impracticable, and the unparalleled decrease of traffic to this as well as all railroad companies, owing to the general business depression throughout the country, were presented to the Board as substantial reasons for the delay in introducing better facilities and public conveniences at this station.

The Board finds that the passenger depot at this station, particularly the men's waiting room, is in a bad state of repair, and that it is now, and that it is apparently kept, in a filthy condition. This is owing to two causes.

First. It is made the rendezvous or loafing place of certain persons who abuse the hospitalities of the railroad company and the patience of its patrons.

Second. The neglect on the part of the railroad company to cause to be posted in its said passenger depot, and to have enforced, the statute against loiterers therein.

The Board further finds that there are no reasonable freight depot accommodations provided by the company for the public at this railroad station; and that the siding is not reasonably accessible for the delivery and loading of the bulky class of freights which are received and loaded here.

The Board, therefore, recommends to said railroad company, as follows:

1st. That said passenger depot be overhauled and repaired, and that it be made and kept cleanly; and that, also, a closet be provided for the necessary convenience of the railroad travel; and that said repairs shall be made and completed, and that said closet shall be provided for the use of said travel, on or before the 30th day of June, A. D. 1894.

2nd. That a convenient and suitable freight house be built by said railroad company for the accommodation and use of the shippers and consignees of freight at this station.

3rd. That the northerly side of the freight track at said station be graded and leveled off to a distance west of the platform or wharf west of the depot, so that the same will be convenient and accessible to three

cars standing together upon the side track, for the loading of hay and other freight; and that said grading be of sufficient width for the convenient turning and return of teams using the same for the purpose aforesaid; and that said freight house shall be built, and that said approaches to said cars upon the said siding shall be made and complete and ready for the inspection and acceptance of the Board, on or before the 1st day of July, A. D. 1894.

By the Board,

ALFRED E. WATSON, *Clerk*.

Copies of the foregoing report being sent to the parties interested, the following request for an extension of time for doing the work ordered was soon thereafter received:—

CENTRAL VERMONT RAILROAD.

PRESIDENT'S OFFICE.

ST. ALBANS, VT., June 12th, 1894.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vermont.*

Dear Sir:—Referring to the recent order issued by the Board in regard to certain improvements at Alburgh Springs, Vt.

Owing to the large amount of work of this character which we have on hand at this time, (already commenced), it will be impracticable, if not impossible, for this company to make the changes and improvements referred to within the time specified in the order, and I would respectfully request that the Board take the matter into consideration again, and extend the time for doing this work.

Awaiting your further reply,

Yours truly,

E. C. SMITH, *President.*

(Signed.)

We feel it almost utterly impossible to invest a penny in improvements that is not called for by imperative necessity.

The earnings of our road, in common with other roads, are at the minimum.

Thereupon, at a Board meeting held at White River Junction, June 25th, 1894, it being deemed that good cause was shown therefor, it was

Voted—To extend the time for making the improvements ordered by the Board to be made at Alburgh Springs in its order of date April 4th, 1894, on or before July 1st, 1894, to November 1st, 1894.

Attest:

ALFRED E. WATSON, *Clerk.*

PETITION OF SELECTMEN OF DANVILLE.

SUBJECT:—APPORTIONMENT OF EXPENSE OF CHANGE IN HIGHWAY, AND
ABOLISHMENT OF HIGHWAY GRADE CROSSING.

The following report is deemed to be sufficiently explicit to give all material facts and to show the action of the Board in this case:—

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, VT., September 13th, 1894.

In the Matter of the Proposed Change in the Highway Grade Crossings on the St. Johnsbury and Lake Champlain Railroad, about two miles west of Danville.

APPLICATION OF THE SELECTMEN FOR A RE-APPORTIONMENT OF THE COST OF CHANGE.

The matter of change in these crossings, known as the Cole Crossings was taken up in the summer of 1891, at the primary instance of the Board, and a hearing was had, upon due notice to the parties, at Danville, November 23rd, 1891.

After deliberate consideration an order was made and published by the Board, directing the short strip of highway passing in front of Jason Cole's buildings on the northerly side of said railroad, to be changed to the southerly side of the same, and directing the manner in which, by whom, and at whose expense the said change should be made.

The report of the Board in said case may be found in the third Bienial Report of the Board, on pages 332 to 334, inclusive.

The town of Danville proceeded on its part in the execution of said order of the Board, and therein expended a much larger sum of money in the changing of said highway than was contemplated by either of said parties, or by the Board, at the time said order and apportionment of expenses was made, and on the 27th day of December, 1893, the following representation and application was made to the Board by the selectmen of said town of Danville, viz. :—

To the Honorable Railroad Commissioners :—

We, the undersigned selectmen of the town of Danville, would respectfully represent :

That in the order changing the highway in this town near the dwelling house of Jason Cole so as to avoid one of the crossings at that place, you directed that the town should build the highway, pay all land damages and that the railroad company should pay the town \$120 ;

That at the time said order was made, the expense of building said highway was a matter of estimate;

That in fact the building of said highway was much more difficult and expensive than was contemplated when said order was issued;

And that had the actual expense been known at that time, we believe you would have made a different apportionment of the expense.

Therefore, we would most respectfully ask that you open this case so far as to allow the town to show the actual expense and to make a new apportionment.

Danville, Vt., Dec. 27, 1893.

(Signed.)

JOHN P. WEEKS,
HARVEY S. DOLE,

Selectmen Town of Danville.

This application being duly referred to the St. Johnsbury and Lake Champlain Railroad Company, its answer thereto was made as follows, viz. :—

ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., January 18, 1894.

ALFRED E. WATSON, Esq., *Clerk R. R. Commissioners, Hartford Vermont.*

Dear Sir :—Yours of 15th inst., inclosing copy of petition of Selectmen of Danville, praying that the Cole Crossing matter be opened to permit the town to show expense of building the new road and that a new apportionment be made.

While it is not my purpose to strenuously oppose this request, I do wish to remind the Board of the course taken by the Selectmen in this case from the outset. They earnestly objected to the change, claiming that it was entirely uncalled for, and upon receipt of the Board's report vigorously protested against it, seeking to escape compliance with the order, and made the announcement that the road would not be built by the Town; later their legal adviser evidently explained that the order must be complied with and they have reluctantly built the road.

So far as the claim that nearly \$350 has been expended is concerned, I have to say that it is excessive, and, if the claim is correct, I am confident the work was not prudently done, and do not think sufficient cause for opening the subject for a re-apportionment of the expense has been shown.

The location was carefully examined by the Board and testimony heard as to cost of the road at the first hearing in November, 1891, which, taken with their recent inspection of the premises, places them

in position to understandingly decide whether under such circumstances they are fairly and reasonably called upon to hear further evidence in the case.

Yours truly,

(Signed.)

H. E. FOLSOM,

Supt.

This reply being submitted to the Selectmen of Danville, with the request of advice if a hearing was still desired by them, the following reply was received, viz. :

DANVILLE, VERMONT, January 29th, 1894.

ALFRED E. WATSON, Esq., *Clerk, Board of R. R. Commissioners, Hartford, Vt.*

Dear Sir:—Yours of the 19th, with the letter of H. E. Folsom, rec'd and noted. In reply would say we do desire a further hearing in this case and a re-apportionment of the expense of building the road to change the so called Cole Grade Crossing in the town of Danville. In regard to the letter of Mr. Folsom, we wish to say a few words here. We admit that all the Selectmen of Danville have opposed this change, and have claimed that the change in this case would not be of enough benefit for the extra cost to the town; nevertheless, after looking the matter up, which was necessary for the Selectmen to do, as there was so much opposition by the people of the town, the present Selectmen came to this conclusion, that the change would have to be made, and built the road as ordered by the R. R. Commissioners and in the specified time, and we do not think that Mr. Folsom would do such a job any quicker, especially if all that he was at work for opposed the change.

And now, in regard to the matter of cost, we think that Mr. Folsom, in the position that he occupies and knowing what he does about the cost of removing ledges and dirt with horse power, would be the last man to charge extravagance or fraud at the charge of about \$350 for doing this work. In the first place, we made sixty-four rods of new road, with two culverts of stone, a fill of perhaps one-third the distance, a cut of one-third more, and the other third at grade which was comparatively inexpensive.

We think that we have made a good road, and know that for the amount of ledge and dirt removed and the width of road made, which was essential in this case, and we think that the change has been made at a very moderate cost, and that any one that ever did such work would say the same after looking the road over in summer, when all the work done could be seen.

When Mr. Folsom says what he does, in regard to expense, in his letter of Jan. 13, '94, we do not think that he realizes how much work

was necessary to make a good road in making this change. Under all the circumstances, we ask for a further hearing, as by our petition of Jan 13, '94, and trust the same will be granted.

Truly yours,

(Signed.)

JOHN P. WEEKS,
FRED B. STOCKER,
HARVEY S. DOLE.

[Dictated.]

Whereupon a hearing was appointed and had, upon due notice to said selectmen and railroad company, at said crossings, on the 12th day of April, 1894.

Present, Commissioners Pingree and Davison, with Clerk Watson; the railroad company appeared by its Superintendent, H. E. Folsom, and Assistant Superintendent, E. H. Blossom; and the town of Danville was represented by its selectmen.

Further statements of the parties were heard and the expense account of making said change was inquired into, and the work as done was examined.

There appeared to be no question but that the amount of money expended in making the change as made, was substantially as claimed by the town, and that this was but a little less than five hundred dollars (\$500). This outlay was considerably in excess of the highest estimate made by any witnesses produced at the hearing in the original case, and was larger than the examination of the premises at the original hearing appeared to warrant, as a basis of just apportionment between the parties.

The increased cost of making the change over and above the first estimates of the Board from the testimony and its examination of the premises, is found upon this hearing to have come as follows, viz. :—

I. From the additional cost and expense incurred in blasting out and removing the "boulder or two in the line" of the new road about which an accurate judgment could be formed only as the work proceeded. This rock formation, having the appearance only of one or two large stones, when examined by the Board, proved to be extensive and solid rock, the blasting and removal of which, to the depth that it was taken out, increased the cost of the work largely.

II. The construction of two stone culverts, where one only was taken into the account of the original apportionment of the expense, added further to the cost of the change.

III. The width and height of grade of the new roadway, as made, is greater than was taken into account in the original estimate, upon which the former apportionment was based, which also accounts for a portion of the increased expense of the change.

IV. The sum paid for land damages was more than was estimated by the Board, which has further increased the cost of making the change.

The Board, after full consideration of the statements of the parties and more particular explanations of the items of the expense account of the town, finds and reports in the case as follows:

That the expense of making the alteration called for by the order of the Board, to the extent of a full and fair compliance therewith, so that the new and substituted piece of road should be fully up to the standard of country highways of considerable travel, was considerably larger than the estimate made after the first hearing.

The Board also finds from its examination of the new highway that the same has been constructed with unusual care, taste and perfection, and with more regard for a first-class and model piece of highway in said town, than for a bare compliance with the order of the Board. This is desirable and commendable in road building, and the Board finds that this piece of road cost all that is charged in the expense account, and that it is worth all that it has cost.

The Board also finds that if the same had been built more nearly a surface road, with less of grading up and less width of grade, with but one stone culvert instead of two, and with less depth of rock blasting, the cost of the same would have been greatly less, and the work would have been in substantial compliance with the order of the Board.

In view of the inadequate estimate made to the Board originally by witnesses, of the probable expense of making the alteration, as is now made to appear, as the work is done, the Board is of the opinion and finds that the original sum of one hundred and twenty dollars (\$120) awarded and ordered to be paid by said railroad company to the town of Danville as its just and fair proportion of the cost and expense of making said alteration is not a just and fair apportionment, and the Board, therefore, in consideration of the premises, re-adjusts and re-apportions the said cost and expense as follows, viz.:—

It is further ordered that the said St. Johnsbury & Lake Champlain Railroad Company do pay to the treasurer of said town of Danville, in addition to the sum of one hundred and twenty dollars (\$120) heretofore ordered by the Board to be paid, as its just proportion of the cost and expense of the land damage and the building of said new highway, the sum of fifty dollars (\$50) and that the said town of Danville do bear the remaining cost and expense of the same, as its just proportion of the cost and expense thereof.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT OF H. L. AVERILL.

SUBJECT:—DISCRIMINATION IN PASSENGER RATES.

BARRE, VT., February 3, 1894.

Gentlemen:—Last October the rate from Barre to Chicago and return was \$27.95 (this being the lowest).

Now, about October 14th, the Central Vermont Railroad put into effect a rate of \$19.25 from St. Albans to Chicago and return. The people of Barre and Montpelier tried to get the same rate, or the same with a trifling addition, but could not.

The agent of the road here at the time virtually admitted that they ought to sell at the same rate from Barre as from St. Albans, and he telegraphed to St. Albans in regard to the same, and got the reply that rate *would not* be given from other stations than St. Albans.

Therefore, we had to pay \$3.60 to St. Albans and return for each person in our party.

Now we wish to know if the railroad did not violate the Interstate Commerce law, in not giving Barre and Montpelier the same rates as St. Albans? If freight rates are the same to all points from Chicago (i. e., all points taking Boston rates) why is this not of a similar nature, and why are they not expected to give us the same rates as St. Albans?

Very truly,

(Signed.)

H. L. AVERILL.

This complaint was submitted to the Board by the chairman at its first meeting after the receipt of same, whereupon the following answer was directed to be sent to the complainant:

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Feb. 13th, 1894.

MR. H. L. AVERILL, *Barre, Vermont.*

Dear Sir:—Referring to your favor of the 3rd inst., complaining of the alleged unreasonable difference in the passenger tariff between Barre and Chicago, and St. Albans and Chicago, via the Central Vermont Railroad and connecting lines, I now beg to advise you that this Board has considered the subject matter of your complaint, and has directed me to say:

That the case presented by your communication appears to pertain exclusively to interstate traffic, and, therefore, is without the jurisdiction of this Board;

That the same is a proper complaint to be presented to the Interstate Commerce Commission for its consideration and action;

And that, if this Board can be of any service to you by way of aiding you in the formal presentation of the complaint to the Interstate Commerce Commission, it will be ready at any time, upon request thereto, to do so.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

Since the foregoing communication was sent to the complainant, nothing further has been received by the Board in relation to the matter complained of.

PETITION OF THE COOS VALLEY RAILROAD.

SUBJECT:—HIGHWAY GRADE CROSSINGS CONSTRUCTED; AND HIGHWAY APPROPRIATED IN CONSTRUCTION OF RAILROAD.

The following report, in which is incorporated the petition, gives the action thus far taken by the Board in this case:—

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, September 13th, 1894.

In the Matter of the Petition of the Coos Valley Railroad relative to Highways taken in the Construction of said Railroad, and requesting the Approval by the Board of certain Highway Grade Crossings.

The petition, which was filed with the Board January 4th, 1894, as follows:—

To the Railroad Commissioners of the State of Vermont:

The Coos Valley Railroad respectfully represents that in the proper location and construction of said road through the town of Maidstone, in the County of Essex in said State, it became necessary to appropriate certain portions of existing highways, and that diversions of said highways were constructed by said railroad to take the place of the portions so occupied and taken in the construction of said road; that said new highways have been constructed carefully and substantially so as to subserve the public interest, and to the entire satisfaction of the selectmen of said town.

And your petitioner therefore requests that an order may be given by your Honorable Board, approving and adopting said highway diversions, the consent and approval of the selectmen of said town having been obtained and hereto annexed.

Your petitioner further alleges that in the location and construction of said railroad through said town it was necessary to cross certain highways in said town at grade, and that said grade crossings have been constructed with care and to the satisfaction of the selectmen of said town, and ask for your approval of the same.

COOS VALLEY RAILROAD,

By IRVING W. DREW,

A Director and Counsel.

We, the undersigned, selectmen of the town of Maidstone, in the County of Essex and State of Vermont, hereby represent to the Board of Railroad Commissioners of the State of Vermont, that the facts set forth in the foregoing petition of the Coös Valley Railroad, in relation to diversions of highways, and grade crossings of highways by said road are true, and we consent, and desire that the order prayed for may be granted by your Honorable Board.

(Signed.)

S. G. BENTON,

Selectmen of Maidstone

for year 1893.

This petition having been duly referred, by copy, to the selectmen of Maidstone, for such answer as they might be pleased to make thereto in behalf of said town, the following reply was received from the then chairman of the board, February 26th, 1894, viz. :—

MAIDSTONE, VT., February 26th, 1894.

MR. ALFRED E. WATSON, *Clerk of the Board of Railroad Commissioners of the State of Vermont.*

I received your letter and a copy of a petition last Saturday night.

And now about the road, they have not left as good a road as they took. The Selectmen of 1892 had the railroad folks on and fixed the road what they was a mind to, and the Selectmen did not see fit to accept of the road. We had them on again this year (1893) and they have not left as good a road as they took. They did not do as much as we asked them to do, and we did not accept of the road.

Now, it is so near March meeting, I want time and lay it before the town, and then we will report.

(Signed.)

HORACE ADAMS, *Chair. Selectmen.*

On March 7th, 1894, the following communication was also received, viz. :

MR. ALFRED E. WATSON, *Clerk, Board of Railroad Commissioners.*

Dear Sir:—Mr. Horace Adams, my predecessor, placed the correspondence that has passed between himself and yourself in my hands, and I have placed it before the full Board of Selectmen for consideration.

We deny the allegations set forth in the copy of petition, as our roads are not "carefully and substantially" constructed, and the grade crossings are not constructed to the satisfaction of the Selectmen.

We desire a hearing in the premises.

Very truly yours,

(Signed.)

GEO. B. McC. RICH,

Chairman of Board of Selectmen of Maidstone.

Post Office, Maidstone, Vt.

Whereupon, after due notice to said railroad company and to the Board of Selectmen of said town, a hearing was had upon said petition and answers, at the station in Maidstone, on the 11th day of April, 1894.

Present, Commissioners Pingree and Davison, and Clerk Watson. The town of Maidstone appeared by its Board of Selectmen and its Attorney, George N. Dale, and the railroad company was represented by Irving W. Drew, its counsel, and a director of said company.

The premises of said appropriated and-diverted highways, and of said grade crossings were visited and examined by the Board and parties, and the testimony of witnesses produced and found was taken, at the conclusion of which the said parties, by their attorneys, mutually moved the Board for a delay of its further consideration of the matters at issue between them, until the parties had time for further conference in relation thereto, expressing to the Board their belief and expectation of arriving at a satisfactory arrangement of their contention.

Whereupon the cause was ordered to be held suspended until the return of the Board upon its annual inspection work in the latter part of June following, or whenever the same should be made.

The said parties, by their said attorneys, again met the Board at Island Pond, June 29th, 1894, and, after a conference and discussion of the subject matter of said petition, the case was again continued for the drawing up and sending to the Board of a statement of the respective

proposals of the parties at an early day. At the time of sending this report to press the said proposals have not been received by the Board, and the case is still open.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT OF ARTHUR DEROSIER.

SUBJECT :—FARM-CROSSING.

RICHFORD, Vt., Jan'y 12, 1894.

HON. SAMUEL E. PINGREE.

Dear Sir :—As attorney for Arthur Derosier of this place, I am compelled to trouble you as Railroad Commissioner with a complaint against the Canadian Pacific Railway for neglecting to provide Derosier with a sufficient crossing, and I enclose a letter to you from Mr. F. P. Brady, Ass't Supt.

I believe this to be a case that calls for speedy action. A few years ago, Derosier purchased some seventy-five acres of land just south of and adjoining the railroad and erected a house thereon; it may have been built when he bought. I am not certain about that.

The railroad about two years ago, and since Derosier's purchase, and while he had a crossing and road which was not sufficient, yet, over which he could pass with difficulty and was satisfied with, elevated their roadbed about four feet, thereby making his road practically impassable with team, and entirely impassable with loaded team. His land adjoins the railroad on one side, the main highway on the other. Derosier's land is largely wooded and he is clearing it and wants to sell wood to pay for his home. There is no possible way for him to move it to the main highway with team. He has suffered what you or I wouldn't have, if there was any possible redress, for upwards of two years. He came to me. I went up and looked the ground over and it seems to me that the railway Co. are doing the poor fellow a gross injustice. He states that he has been to them time and again with his complaint, but they pay no attention to it, but only put him off. You see by Mr. Brady's letter to me enclosed he says he has had the matter under consideration for some time, etc., and "at present", he says, "I do not see what claim Mr. Derosier has to a crossing at that point."

We do not insist upon a crossing at that particular point. All we insist upon is a reasonably safe crossing *somewhere*, or one, if, perchance, it may not be safe, that we can get over in some way.

The railroad is so close to the main highway and so much higher than the highway, I realize that, perhaps, the only remedy lays in constructing a crossing under the railroad, and that it would be quite expensive, but we ought not to suffer forever on that account.

I ask that the R. R. Com'rs may investigate this matter as soon as convenient.

Yours truly,

(Signed.)

A. K. BROWN.

A copy of this complaint was duly referred to the Canadian Pacific Railway Company, which made answer thereto, by its resident solicitors, as follows:—

CRANE & ALFRED,

ATTORNEYS AND COUNSELLORS.

NEWPORT, VT., January 30, 1894.

ALFRED E. WATSON, Esq., *Clerk Railroad Commissioners, Hartford, Vermont.*

Dear Sir:—Your letter of the 16th inst., to Mr. J. W. Leonard, General Superintendent A. and O. Division, Canadian Pacific Railway, together with copy of letter from Mr. A. K. Brown to Hon. Samuel E. Pingree, under date of 12th inst., has been referred to us for reply.

We have to say that the grantor of Derosier, at the time of his, Derosier's, purchase on the south side of the railroad right of way, was the owner of land on the north side of the railroad right of way and between the railroad right of way and the highway, and had been for some years, and was allowed a crossing over the railroad right of way at grade on account of this ownership on the south side of the right of way, but when Mr. Derosier purchased his land on the south side, the liability for the railway company's granting a crossing to Mr. Derosier ceased.

We submit that the railway company are not bound to give Mr. Derosier a crossing over the right of way, and so far as the jurisdiction of the Railroad Commission is concerned, we contend that this is not a matter properly within their jurisdiction; that if Mr. Derosier desires a way out from his land to the main highway, under the circumstances existing in this case, that it is not a matter properly within the province of the Railroad Commission to grant the relief sought.

Yours truly,

(Signed.)

CRANE & ALFRED, *Solicitors C. P. Ry.*

A copy of this answer was in turn referred to the attorney for the complainant, accompanied by an inquiry as to whether or not a hearing was desired upon the complaint and question

I will have our Engineer examine the crossing and make an estimate as to the cost of carrying the highway under the railroad at that point, having it in readiness to submit to the Board in case it is decided to inspect the premises.

Yours truly,

(Signed.)

H. E. FOLSON, *Superintendent.*

A copy of the foregoing answer being in time referred to the petitioners, with an inquiry if a hearing was desired in the premises, whereupon the following withdrawal was filed with the Board:—

DANVILLE, Vt., Apr. 24th, 1894.

MR. ALFRED E. WATSON, *Hartford, Vermont.*

Dear Sir:—Your notice concerning the Clement Hill Crossing was received the 21st. I inclose a petition asking that proceedings may be stayed as the cost of the change is far beyond what was expected, and rather than bring so much cost upon the town we would much prefer the old crossing to remain.

Thanking you for your kindness in the matter, I am,

Sincerely yours,

(Signed.)

J. D. STEVENS, *G. H. S.*

To the Honorable Board of Railroad Commissioners.

In view of the unexpected cost of making an under-crossing at Clement Hill on the road to St. Johnsbury, we would respectfully request permission to withdraw the petition submitted to your Honorable Board, a few weeks ago.

Danville, Vt., April 21, 1894.

J. D. STEVENS and Seven Others.

And upon this withdrawal the case was closed.

COMPLAINT OF LOREN RICHARDS.

SUBJECT—LACK OF FENCES AND CATTLE GUARDS.

BROOKSVILLE, Vt., May 31, 1894.

HON. SAM'L E. PINGREE, *R. R. Commissioner, Hartford, Vt.*

Dear Sir:—I wish to call your attention, as R. R. Comr., to a question pending between myself and C. V. R. R. On Jan'y 7, 1894, I had a horse killed by the cars on this road, and the Co. have so far refused to pay anything in the matter.

could do business in Boston until 3:05 P. M. and then reach Springfield early in the evening. Our mail matter had the same advantage; but since the connection was broken at Bellows Falls with the train that leaves Boston (over the Fitchburg road) at 3:05 P. M., all our Express and Mail is left over at Bellows Falls or somewhere else, and reaches us the next day about 10 o'clock A. M. Passengers share about the same fate.

Springfield is one of the largest manufacturing and trade centers in the State, and the breaking of this connection not only puts us to an inconvenience, but is actually a great damage to the place. While we appreciate the kindness of our Railroad Managers and what the railroads have done for us, yet, we earnestly petition those Honorable Bodies to reinstate us, giving us the same Mail, Express and Passenger privileges we formerly have had; and we firmly believe that when they know the facts, this matter will be re-adjusted.

We the undersigned affix our respective names.

JONES & LAMSON MACHINE CO. AND OTHERS.

A copy of this complaint and petition having been duly referred to the Boston & Maine Railroad, the following reply thereto was thereupon transmitted to the Board:

BOSTON & MAINE RAILROAD.

CONNECTICUT RIVER DIVISION.

SUPERINTENDENT'S OFFICE.

SPRINGFIELD, MASS., March 31, 1894.

ALFRED E. WATSON, Esq., *Clerk, R. R. Com'rs, Hartford, Vt.*

Dear Sir:—I beg to acknowledge receipt of your letter of the 26th, enclosing a complaint of certain corporations, business firms, and citizens of Springfield, Vt., in regard to lack of sufficient and proper transportation facilities from points south of said town or its railroad station; the complaint having special reference to the failure of No. 3 train from Boston on the Fitchburg R. R., leaving Boston at 3 P. M., to connect with our No. 31 train at Bellows Falls, destined White River Jct.

Permit me to say, in reply to this complaint, that formerly our train No. 31, in order to make this connection, had to wait at Bellows Falls some fifty minutes, thus discommoding all passengers for points north of Bellows Falls to a very great extent, about which there was a great deal of complaint made by said passengers at this long delay at Bellows Falls for the train from Boston.

At present there is just one hour's difference in time of the Fitchburg train arriving at Bellows Falls and our train leaving that point; the former arriving at 7:05 and ours leaving at 6:05.

We should be very glad, indeed, to be able to accommodate all our patrons, and especially the Springfield, Vt., ones, by a connection with this train as well as other trains, but in this particular case it seems to me to be impracticable for us to do it, and somewhat unreasonable for the Springfield people to ask it, in view of the long wait to which our patrons would be subjected at Bellows Falls, to connect with said train.

I find in Oct., 1892, train No. 3 on the Fitchburg R. R. was on time only twice in the month, and was anywhere from ten to forty minutes late; of course, making a wait for our passengers and train of this time more than the regular wait of forty to fifty minutes.

We have usually on this train for points north of Bellows Falls from twenty to fifty passengers, and I think you will agree with me that it would be unfair to them to hold the train at Bellows Falls one hour in order to connect with the Fitchburg R. R. train; not only would the passengers be delayed, but the mails also, and if we were to put this train back to leave Springfield, Mass., one hour later, it would subject passengers from the New York, New Haven and Hartford and the Boston & Albany Railroads to a wait of one hour and a quarter, and it would also delay the mails this extra time.

I trust that the reasons above set forth will clearly show to your Honorable Board why we cannot make this connection. I return the petition.

(Signed.)

H. E. HOWARD, Supt.

Upon the pleadings in this case a question of jurisdiction presented itself to the Board, since the Sullivan County Railroad, on which the Charlestown station is located, begins and ends at State line, and lies wholly in the State of New Hampshire.

The Board suggested to the complainants an application conjointly with citizens of Charlestown, N. H., and vicinity, similarly aggrieved by the change, to the New Hampshire Railroad Commission, and a petition was thereupon preferred to that Commission.

Said Commission heard the same and made report of their findings in July last, which report, by permission of that Commission is here presented, and is as follows:—

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July, 1894.

In the Matter of the Petition of George S. Bond and many others, Citizens of Charlestown, N. H., asking that the Fitchburg and Boston & Maine Railroads be ordered by the Board to so Operate their Roads in New Hampshire as to enable Passengers, Mail and Ex-

press leaving Boston at three o'clock P. M., to arrive at said Charlestown over a part of the Boston & Maine System at an hour not later than 7:30 o'clock P. M.

On notice having been given a hearing was had on this petition at the Town Hall in said Charlestown on the twentieth day of June, 1894, at one o'clock in the afternoon, at which hearing the petitioners were represented by Hon. W. W. Parker, the Boston & Maine R. R. by Hon. O. E. Branch and the Fitchburg R. R. by C. L. Mayne, Supt. of its Tunnel Division.

The facts involved are not in dispute and are substantially as follows:—

At Bellows Falls, Vt., the Fitchburg R. R. connects with the Conn. River Div. of the Boston & Maine R. R. and from that point all passengers, mail, express and freight business going north up the Connecticut River must go over the Sullivan R. R. now forming part of the Boston & Maine system.

Eight miles above Bellows Falls is Charlestown, a beautiful village with a population of about 1400, and a little to the north and some six miles distant from Charlestown is Springfield, Vt., a thriving manufacturing town containing about 2800 people. Charlestown is the station for Springfield, and both towns are entirely dependent on the Sullivan R. R. for their railroad facilities. For more than thirty years such connections have been made by the Sullivan R. R. with the Fitchburg R. R. at Bellows Falls that these towns have had substantially the same accommodations for their passengers, mail and express business with Boston via the Fitchburg R. R. as were enjoyed by all stations on its line between Fitchburg, Mass., and Bellows Falls. They had three passenger trains daily from Boston, leaving there at about 8 A. M., 3 P. M. and 7 P. M., the 8 A. M. and 3 P. M. carrying their mail and express. The trains north over the Sullivan R. R. connecting at Bellows Falls with these trains from Boston, also connect there with the north bound train over the Connecticut River Div. of the Boston & Maine R. R., and so accommodate the travel coming up the Connecticut Valley from as far south as New York. The Fitchburg train now leaving Boston at 3:05 P. M., has for years reached Bellows Falls at about 7 P. M. and Charlestown at about 7:30 P. M., but the train coming from Springfield, Mass., over the Conn. River Div. of the Boston & Maine, and being a through train from New York city, and also connecting with the Sullivan train at Bellows Falls, always reached there from 20 to 40 minutes before the arrival of the Fitchburg train, and thereby a long wait was made to accommodate the Fitchburg train, which was tedious and discommoding to its passengers.

About six months ago the Boston & Maine determined that they would no longer suffer this delay at Bellows Falls for their passengers over their Conn. River Div. desiring to go north over the Sullivan R. R. and so changed the time of their train as to reach Bellows Falls a little earlier than before, and sent their train out over the Sullivan R. R. without delay and 55 minutes before the Fitchburg train reached that point. This change is, of course, beneficial to all travelers from New York City and stations between there and Bellows Falls who desire to go north over the Sullivan R. R. but most irritating and exasperating to the people of Charlestown and Springfield because by this change neither passengers, mail nor express can leave Boston for these towns between 10:30 A. M. and 7 P. M. As the 7 P. M. train does not reach Charlestown until nearly

midnight it is most inconvenient for the Charlestown people and still more so to the Springfield people, who have six miles more to go by road. The breaking of this long established connection as is apparent reduces these two towns' railroad communication with Boston one-half; where they formerly had two Boston mails and two expresses they now have practically but one, and their dissatisfaction with the existing arrangement induces them to make this appeal to the Board to order the connection restored. At the hearing the Boston & Maine with every appearance of fairness offered to divide the time at Bellows Falls with the Fitchburg, that is if the latter would get its train in there twenty-seven and one-half minutes earlier, the Sullivan train should wait for it, but the Fitchburg claimed that it was impossible to do this without seriously disarranging other and more important connections south of Bellows Falls and has apparently endeavored by careful investigation to devise some practicable way to meet the offer of the B. & M. but without success. The Board having exhausted its power of persuasion is now compelled to make its finding and although recognizing the inconvenience which the breaking of a connection which has existed for so long a time entails, we must dismiss the petition because it practically asks us to regulate the time at which trains shall leave points in Massachusetts, and arrive at and leave a point in Vermont, while their jurisdiction begins and ends with the boundary line of New Hampshire.

The Board still hopes, however, that with time and reflection the managers of these two railroads may by some mutual concession correct what seems to them as a manifest injustice to the people affected by this change, and they have no doubt that it could be readily cured if the two railroads were really desirous to so adjust their time schedule as to give each other, at all connecting points, that reasonable and convenient accommodation which it is their interest to afford and their duty to give.

By the Board,

J. G. BELLOWS, *Clerk.*

It appears to this Board that relief should be afforded for an inconvenience and denial of accommodations so manifest, to the people of these communities, by an immediate arrangement on the part of the Boston and Maine and the Fitchburg Railroad Companies, and in default thereof this Board holds itself in readiness to hear said petition, and, if unable by reason of lack of jurisdiction to make recommendation to that end, the Board will present the case of the petitioners to the Interstate Commerce Commission for such action and relief therein as it may determine upon.

Since the publication of the report and decision of the New Hampshire Railroad Commission, this Board has communicated with the Springfield petitioners through the Hon. Adna Brown of that town, with a view to learn their further wishes in respect to a hearing upon their original petition, but is as yet unadvised.

The case is still pending as the Biennial Report of this Board goes to press.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF DANVILLE.

SUBJECT:—DANGEROUS HIGHWAY GRADE CROSSING AT CLEMENT HILL.

This complaint and petition which was filed with the Board April 9th, 1894, is as follows:—

To the Honorable Board of Railroad Commissioners:—

We, the undersigned inhabitants of Danville and vicinity, respectfully submit to you that we are constantly using the highway between Danville and St. Johnsbury, and that we consider the Clement Hill Crossing dangerous and unsafe.

We, therefore, petition that you will take steps to carry the highway under the railroad so soon and in such manner as you deem safe and proper.

Danville, Vt., —————, 1894.

J. D. STEVENS,
A. H. LACOURSE,
HECTOR LACOURSE,
W. F. ROBINSON,
J. N. CRAIG,
ALBERT WINN,
JAMES MORRILL,
J. L. PECK.

A copy of this complaint and petition having been duly referred to the railroad company interested, the following answer was soon after made thereto:—

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., April 16, 1894.

ALFRED E. WATSON, Esq., *Clerk Railroad Commissioners, Hartford, Vermont.*

*Dear Sir:—*Replying to yours of 10th inst., inclosing complaint and petition of citizens of Danville in relation to the Clement Hill crossing in that town.

I agree with the complainants as to the dangerous character of this crossing and the company is not disposed to oppose the petition, provided the expense is fairly and equitably apportioned between the town and the railroad company.

I will have our Engineer examine the crossing and make an estimate as to the cost of carrying the highway under the railroad at that point, having it in readiness to submit to the Board in case it is decided to inspect the premises.

Yours truly,

H. E. FOLSOM, *Superintendent.*

(Signed.)

A copy of the foregoing answer being in time referred to the petitioners, with an inquiry if a hearing was desired in the premises, whereupon the following withdrawal was filed with the Board:—

DANVILLE, Vt., Apr. 24th, 1894.

MR. ALFRED E. WATSON, *Hartford, Vermont.*

Dear Sir:—Your notice concerning the Clement Hill Crossing was received the 21st. I inclose a petition asking that proceedings may be stayed as the cost of the change is far beyond what was expected, and rather than bring so much cost upon the town we would much prefer the old crossing to remain.

Thanking you for your kindness in the matter, I am,

Sincerely yours,

J. D. STEVENS, *G. H. S.*

(Signed.)

To the Honorable Board of Railroad Commissioners.

In view of the unexpected cost of making an under-crossing at Clement Hill on the road to St. Johnsbury, we would respectfully request permission to withdraw the petition submitted to your Honorable Board, a few weeks ago.

Danville, Vt., April 21, 1894.

J. D. STEVENS and Seven Others.

And upon this withdrawal the case was closed.

COMPLAINT OF LOREN RICHARDS.

SUBJECT—LACK OF FENCES AND CATTLE GUARDS.

BROOKSVILLE, Vt., May 31, 1894.

HON. SAM'L E. PINGREE, *R. R. Commissioner, Hartford, Vt.*

Dear Sir:—I wish to call your attention, as R. R. Comr., to a question pending between myself and C. V. R. R. On Jan'y 7, 1894, I had a horse killed by the cars on this road, and the Co. have so far refused to pay anything in the matter.

The horse killed broke out of its enclosure some time on the night of the 6th of Jan., and got into the highway. As the horse got to the R. R. crossing, instead of passing over, it went along the track from the crossing, and when killed was about 10 to 12 rods from the crossing. I claim that the R. R. should pay for the horse, from the fact that they had no guard or fence to prevent stock from wandering at will along their track.

Will you please inform me as to whether or not the R. R. is required to keep fences and guards at their crossings, and if in this case it appears to you and your associates that the R. R. should pay for the damage done, would ask you to take such action in the matter as seems to you proper.

Respectfully yours,

(Signed.).

LOREN RICHARDS.

At the first meeting of the Board subsequent to the receipt of the foregoing complaint by the chairman, the case was considered, and the following letter was directed to be sent to the complainant:—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, June 28th, 1894.

MR. LOREN RICHARDS, *Brooksville, Vermont.*

Dear Sir:—Referring to your letter of the 31st ultimo, addressed to the chairman of this Board, I am directed to advise you that as to your inquiry relating to cattle-guards at highway grade crossings the Board would say, that the law requires them to be placed at all such crossings.

In reference to your claim for damages, the Board would say, that it has no jurisdiction in such matters, but parties have the same remedy at law that existed before the passage of the act creating a Board of Railroad Commissioners.

By the Board,

ALFRED E. WATSON, *Clerk.*

And no further communication has been received in the premises.

MISCELLANEOUS APPLICATIONS, PERMITS AND DECISIONS.

PETITION OF CLARENDON AND PITTSFORD RAILROAD COMPANY.

SUBJECT:—HIGHWAY GRADE CROSSING.

The following report shows the action of the Board in this case:—

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, December 27th, 1892.

In the Matter of the Application of the Clarendon and Pittsford Railroad Company for Permission to Construct its Railroad Spur Track across a Highway at Grade in the Village of West Rutland.

APPLICATION.

To the Board of Railroad Commissioners of the State of Vermont.

The Clarendon and Pittsford Railroad Company, a corporation created and existing under the laws of the State of Vermont, respectfully represents that in the construction of an extension or spur of its railroad in West Rutland, in the County of Rutland, undertaken by virtue of the authority granted in an act of the Legislature of the State of Vermont, entitled "An Act in Relation to the Clarendon and Pittsford Railroad Company, the Rutland and Washington Railroad Company and the Delaware and Hudson Canal Company", approved Nov. 12th, 1892, it has become necessary to intersect with its railroad track a certain highway in said town leading from Marble Street Extension, so called, northeasterly to the Roman Catholic church, at a point in said highway indicated on the survey and description of the location of said extension or spur heretofore filed in the office of the town clerk of said town of West Rutland.

Now, therefore, your petitioner, the Clarendon and Pittsford Railroad Company, prays your Honorable Board to appoint an early day for a hearing upon the question of the construction of said extension or spur of said Clarendon and Pittsford Railroad Company across said highway, as in the foregoing application set forth, and to give notice thereof to all parties interested in the making of said crossing;

And, your petitioner further prays that upon the termination of said hearing your Honorable Board may permit and authorize your petitioner to construct said extension or spur of its railroad across said highway in such manner and under such conditions as to your Honorable Board the premises seem to warrant.

(Signed.)

CLARENDON AND PITTSFORD R. R. Co.

By FLETCHER D. PROCTOR, *Pres't.*

Upon due notice to the parties to said application, the same was heard and considered at West Rutland, December 15th, 1892.

The Clarendon and Pittsford Railroad Company was represented by its President, Fletcher D. Proctor, and the Town of West Rutland by its Selectmen, George C. Robinson and M. W. Cannon.

Upon a view of the premises of the proposed crossing by the Board, and after hearing and considering the representations of the parties in interest, the Board deems that the crossing asked for in said application is necessary for the construction of said spur or extension track of said Clarendon and Pittsford Railroad.

The Board, therefore, adjudges the same to be necessary and authorizes the Clarendon and Pittsford Railroad Company to construct its extension or spur track, at grade, across the highway in West Rutland village, which extends between the "Main Quarry Track," so called, and the "Coal Shed Spur Track," so called, of the Delaware and Hudson Canal Company, the said railroad company to construct, plank and keep in repair said crossing, and restore said highway thus intersected to its former state, or in a sufficient manner not to impair its usefulness as near as practicable.

By the Board,

ALFRED E. WATSON, *Clerk.*

PETITION OF CENTRAL VERMONT RAILROAD COMPANY.

SUBJECT:—MODIFICATION OF ORDER FOR CONSTRUCTION OF "PINE STREET TUNNEL" IN RUTLAND.

The petition and action of the Board thereon are given in the following report:

IN BOARD OF RAILROAD COMMISSIONERS.

RUTLAND, May 3rd, 1893.

In the Matter of the Petition of the Central Vermont Railroad Company, Praying for a Modification of the Order of the Board of Railroad Commissioners, dated September 21, 1891, in the Matter of "The Proposed Abolishment of the 'Landon Grade Crossing,' so called, in the Village of Rutland."

The following petition was filed with the Board, April 22nd last, to wit:

To the Board of Railroad Commissioners for the State of Vermont.

The Central Vermont Railroad Company hereby petitions said Board to so modify its order of September 21st, 1891, relating to the abolishment of the Landon Grade Crossing in the City of Rutland that when the Pine Street under-grade crossing, specified in said order, and bridge are constructed in accordance with the terms of the memorandum between the City of Rutland and the said Central Vermont Railroad Company hereto attached, that shall be deemed to be a compliance with the order aforesaid.

April 22, 1893.

(Signed.)

C. A. PROUTY, *Attorney.*

MEMORANDUM OF AGREEMENT.

Memorandum of an agreement executed in duplicate between the Central Vermont Railroad Company of the first part and the City of Rutland of the second part this 22nd day of April, 1893.

Whereas the Railroad Commission of the State of Vermont by its order, dated September 21st, 1891, directed the construction of an under-grade crossing at what is known as the Pine Street Extension, and a subsequent abolishing of the present Landon grade crossing, both within the limits of what is now the City of Rutland but was at that time the town of Rutland; and

Whereas by said order the Town of Rutland was directed to lay out and construct the necessary highways forming the approaches to said undergrade crossing and to pay a certain portion of the expense of constructing the crossing itself; and

• Whereas the City of Rutland by an act of the Legislature of the State of Vermont has succeeded to all the rights, duties and liabilities of the town of Rutland in this respect; and

Whereas the Railroad Company was directed by the said order to construct said crossing according to certain plans and specifications, but is unwilling to proceed to do so upon the strength of the order alone, and without some further agreement upon the part of the City of Rutland; and

Whereas it may be expedient to depart in some particulars from the plans and specifications fixed upon by said Commissioners;

Now, Therefore, it is Agreed:

1. That the railroad company shall forthwith construct and at all times in the future maintain an under-grade crossing at the point specified in said order, shall span the same with an iron girder bridge, and shall construct and at all times maintain the roadway and side-walks underneath the bridge. The said order of the Railroad Commission, together with the reports of the Commission accompanying the same, and all plans, specifications, and blue-prints referred to in said order and said reports,

are made a part of this agreement. Said bridge and crossing shall be of good appearance, shall afford the same clear width of roadway and of side-walks, the same or greater height in the clear (above the surface of the roadway and side-walks), as easy a grade in descending to said roadway, and equal facilities in the way of light and drainage in the said crossing as are called for by the said order of the Commission; but the railroad company shall not be obliged to follow literally the said plans and specifications adopted by the Commission, provided the completed result gives to the public the same or greater advantages for passage under the track at that point. In respect to the roadway and side-walks, however, it is expressly agreed that the railroad company shall only construct and maintain those of the same kind and excellence with the ones constructed and maintained by the City upon the approaches to said under-grade crossing.

2. That the City of Rutland shall construct and open for travel the approaches to said crossing, specified in the said order of the Railroad Commission by the time said under-grade crossing is completed and ready for use.

3. That when said crossing and approaches are completed and open to the public, the City of Rutland will permit and hereby authorizes the railroad company to immediately abolish the Landon crossing in accordance with said order of the Commission and to interrupt and forever prevent all travel across the same, and that, if the railroad company deems it necessary, the City and its officers will, in so far as it can agreeably to its charter and the laws of Vermont, discontinue the highway where the same now crosses the railroad lands at the Landon crossing.

4. That when the Railroad Commission for the State of Vermont shall certify that the railroad company has constructed the crossing in accordance with the requirements of this memorandum, the City of Rutland shall pay to the railroad company the sum of eight thousand ninety-nine dollars (\$8,099) as its portion of the expense for constructing said crossing.

It is understood that all the lands necessary to construct the approaches to said crossing have been already condemned so that said approaches can be at any time constructed and opened to public travel. If, upon investigation, it should turn out that this is not so, the railroad company shall not be obliged to begin work upon said crossing until such time as the City of Rutland is in position to construct and open the approaches for travel.

This agreement shall not be binding unless approved by the Railroad Commission of Vermont.

Witness our hands the day and year first above written.

Whereupon a hearing was appointed thereon to be held before the Board at the Bardwell House in Rutland, May 3rd, 1893, at nine o'clock A. M., and due notice thereof was given to the Central Vermont Railroad

Company, the Rutland Railroad Company, and the Delaware and Hudson Canal Company, the Selectmen of the Town of Rutland, the Mayor of the City of Rutland, the President of the Village of Rutland, and to the owners of lands adjoining said crossing, and, also, to the general public by publication of notice in the press; and pursuant to said notice hearing was had.

The Central Vermont Railroad Company appeared by its attorney, Charles A. Prouty, Esq. The City of Rutland was represented by His Honor, the Mayor, John A. Mead. Thomas W. Moloney, Esq., attorney, appeared for certain citizens of Rutland City, resident on the west side of said railroads.

And the Board having considered said petition and heard the representations of said attorneys and parties therein, is of the opinion and so finds, that the modifications of the said order of the Board, heretofore last made in the premises, as asked for, do not materially affect the substantial accomplishment of the results and ends sought to be attained under the law in the premises, to wit: The better protection and safety to the public travel at said crossing.

And it further appearing from the representations and assurances of the said railroad company and the said City of Rutland, that the said agreement has been entered into between them as set forth in said memorandum of agreement recited in said petition; and it also appearing to the Board that the same may tend to facilitate and not impede an early compliance with the substantial requirement and scope of said order, the Board, in so far as it has lawful right and authority so to do, hereby so far varies and modifies its said order of September 21st, A. D. 1891, aforesaid, as to approve, direct and order, that a compliance on the part of said railroad company and said City (formerly town) of Rutland, in the execution of said order, with the said agreement entered into between said parties substantially as set forth in the agreement attached to and made a part of said petition, shall be deemed and taken by said Board as a compliance with its said order of date September 21st, 1891, aforesaid.

And the Board orders and directs that the said work be done and completed in compliance with said modification order to the acceptance of the said Board on or before September 1st, 1893.

The Board notes and takes into consideration the fact that a delay in the execution of its said order of date September 21st, 1891, was caused on account of a pending litigation upon a question of land damages, during a period of about ten months after the publication thereof, and it now, in consideration thereof, and upon the oral motion of said Central Vermont Railroad Company to that end, extends the time for the said company and said City of Rutland to make and complete said alterations to the acceptance of said Board as aforesaid.

And it is further ordered, that saving and excepting such modifications of said order of date September 21st, 1891, as are specified in the modifications thereof hereby made and approved by the Board, that the said order shall remain in force.

By the Board,

ALFRED E. WATSON, *Clerk.*

APPLICATION OF THE BARRE RAILROAD COMPANY.

SUBJECT:—HIGHWAY GRADE CROSSING ON BARRE MOUNTAIN.
“Sky Route.”

BARRE RAILROAD CO.

GENERAL OFFICE.

BARRE, VERMONT, Oct. 9, 1893.

TO THE HONORABLE BOARD OF R. R. COMMISSIONERS, HARTFORD, VT.

Gentlemen :—We wish to lay a short side-track, at grade, across a highway on our mountain, west side to the quarry of the Vermont Granite Co. This siding will go out of a siding now layed to the quarry of the Empire Granite Co.

I have marked the spur we wish to lay in red ink on the back of this sheet. We are anxious to lay this spur for the Vt. Granite Co., this week, if permission is granted.

In case your Board cannot look the crossing over this week, will you allow us to lay the track subject to approval of your Board when convenient to inspect it?

There will be no objection, I am confident, when you look it over.

Very truly yours,

(Signed.)

F. W. STANYAN, *Supt.*

Whereupon, after the filing with the Board of the consent of the selectmen of Barre and the consent and waiver of notice of all of the adjoining land owners, the following temporary permit was issued to said railroad company by the Board :—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, October 26th, 1893.

PERMIT.

In the Matter of the Application of the Barre Railroad Company for Permission to Cross a Certain Highway, on the Mountain, in the Town of Barre, at Grade.

Whereas, the Barre Railroad Company, by its Superintendent, F. W. Stanyan, has heretofore made application to this Board in writing, to wit: October 9th, 1893, for permission to cross a certain highway on the

mountain, on the west side of the quarry of the Vermont Granite Company, in the town of Barre, at grade, under the provisions of Act No. 21 of the Laws of 1888, in the construction of a short side-track;

And, whereas, subsequently, on the 24th day of October, 1893, there were filed with the Board certain waivers of the selectmen of said town of Barre, and the adjoining land owners, in writing, waiving objection to the proposed crossing, at grade;

And, whereas, it appears to the Board that it is necessary, in the construction of said proposed crossing and side-track, for the proper conduct of its business, that the said Barre Railroad Company shall cross said highway at grade;

Now, therefore, in consideration of the representations made in the premises, and the waivers aforesaid, and the necessity therefor, and for other good and sufficient reasons, a permit is hereby granted to the said Barre Railroad Company to construct its proposed side-track across said highway, at grade, subject, however, to the future examination and final approval of the Board of Railroad Commissioners.

By the Board,

ALFRED E. WATSON, *Clerk.*

And on the 9th day of January, 1894, the premises were examined by Commissioners Pingree and Davison; and any other character of crossing than the one asked for by the railroad company being found impracticable, by reason of the conformation of the ground in the vicinity, they approved of the grade crossing as prayed for, and Commissioner Bagley subsequently concurred therein.

PERMIT FOR USE OF MAINE CENTRAL RAILROAD COMPANY'S STANDARD RAILROAD CROSSING SIGN IN VERMONT.

HARTFORD, Jan. 27th 1894.

STATE OF VERMONT.

IN BOARD OF RAILROAD COMMISSIONERS.

NEWPORT, January 23rd, 1894.

Meeting of the Board by appointment. Present, Commissioners Pingree and Davison.

Letter of Wm. A. Allen, Chief Engineer of the Maine Central Railroad Company, dated January 9th, 1894, and tracing of the Maine Central Railroad Company's standard railroad crossing sign for highway grade crossings, submitted by the clerk, and, after consideration, upon the application made for approval,

Voted,—That the Board approves of the use by the Maine Central Railroad Company of its standard railroad crossing sign on its road in the State of Vermont where required by law.

Attest:

ALFRED E. WATSON, *Clerk*.

APPLICATION OF BOSTON AND MAINE RAILROAD.

SUBJECT:—PERMIT FOR HEATING PASSENGER CARS.

BOSTON AND MAINE RAILROAD.

PASSUMPSIC DIVISION.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., January 29, 1894.

ALFRED E. WATSON, Esq., *Clerk R. R. Commissioners, Hartford, Vt.*

Dear Sir:—We are now using a passenger car between White River Junction and Lyndonville upon freight No. 87, due to leave White River Junction 4:35 p. m., and are, of course, compelled to heat this car with stoves or a Baker heater, and we desire to return this car to White River Junction upon train No. 18, night mail, and would like the Board's permission to use a car equipped in this way upon passenger train between these points. It would not ordinarily be used for passengers while upon No. 18 train.

Yours truly,

H. E. FOLSOM, *Supt.*

P. S. It will occasionally happen that this freight train will be too late in reaching Lyndonville to allow the car's return upon No. 18, and in that case we should desire to return it on No. 4, day mail.

Upon the foregoing application, the following permit was issued:—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Jan. 31st, 1894.

PERMIT.

In the Matter of the Application of the Boston & Maine Railroad Corporation for a Permit to attach a Passenger Car, which is run between White River Junction and Lyndonville upon Freight Train No. 87, Heated by Stoves or a Baker Heater, to Train No. 18,—night mail, or Train No. 4,—day mail, for return to White River Junction for Mixed Train Service.

Whereas, the Boston & Maine Railroad Corporation by its Division Superintendent, Col. H. E. Folsom, has made representation to this Board in writing, under date of Jan. 29th, 1894, that it is now using a

passenger car upon freight train No. 87, running between White River Junction and Lyndonville, and due to leave White River Junction at 4:35 P. M.; and that it is compelled to heat this car with stoves or a Baker heater, and desires to return this car to White River Junction upon train No. 18, night mail, or train No. 4, day mail, and requesting the permission of the Board of Railroad Commissioners so to return said passenger car, equipped for heating as above set forth, from Lyndonville to White River Junction for its use in mixed train service upon freight train No. 87;

And, whereas, the application appears to the Board to be reasonable, and the equipment for heating said passenger car for said mixed train service as above set forth appears to be necessary;

Now, therefore, in view of the representations made, and the reasonableness of the request made, and for other reasons that appear to the Board to be good and sufficient, a permit is hereby granted to the said Boston & Maine Railroad Corporation, pursuant to the provisions of Act No. 23 of the Laws of 1888, to return a passenger car, equipped for heating with stoves or a Baker heater, from Lyndonville to White River Junction, upon passenger train No. 18,—night mail, or passenger train No. 4,—day mail, for its use in mixed train service as above set forth. This permit to expire June 1st, 1894.

By the Board,

ALFRED E. WATSON, *Clerk.*

APPLICATION OF THE BARRE RAILROAD COMPANY.

SUBJECT:—HIGHWAY GRADE CROSSINGS ON BERLIN AND SECOND STREETS,
NORTH BARRE.

BARRE RAILROAD COMPANY.

GENERAL OFFICE.

BARRE, VT., May 11, 1894.

Hon. Board of Railroad Commissioners, Hartford, Vt.

Gentlemen:—This company desire to lay a track at grade across Berlin and Second streets at North Barre. Said track will be used for a siding or storage track for cars for the present, but will undoubtedly be used as the main line track later on, as it will be more convenient for patrons to and from our suburban service trains.

I enclose you permission from the bailiffs of Barre granting this request and waiving notice of hearing before your Board, also letters from adjoining land owners.

We are very desirous of pushing forward the work as rapidly as possible and I would esteem it a favor if you would kindly advise me as early as possible.

Very truly yours,

F. W. STANYAN, *Gen'l Supt.*

Immediately after the foregoing application was filed with the Board, the premises were examined by Commissioner Pingree, May 16th, 1894, when the work was found to be in process of construction; and it also appeared that the change contemplated only a change of the location of a grade-crossing from one place to another and that the request was reasonable and necessary, and thereupon there was issued, subject to the final approval of the Board, the following:—

CONDITIONAL PERMIT.

NORTH BARRE, VT., May 16th, 1894.

To F. W. STANYAN, Esq., *Gen'l Supt., Barre Railroad, Barre, Vermont.*

Sir:—The consent of the Board of Railroad Commissioners of the State is hereby given for the laying of the new track of your line across Barre and Second streets, at grade, in North Barre village, in accordance with your request and vouchers on file, and as is this day being constructed by your section foreman, Robert Lynhan, subject, when completed, as to grades, planking, cattle guards, etc., to the approval and acceptance of the Board;

And, when said grade crossings are completed, you are requested to notify the Board of the same, through its clerk, Alfred E. Watson, Hartford, Vermont.

By the Board,

SAM'L E. PINGREE, *Chairman.*

And subsequently, the foregoing action was ratified and, upon examination of same, the change and crossings were approved by the Board.

APPLICATION OF THE BARRE RAILROAD COMPANY.

SUBJECT:—PERMIT FOR HIGHWAY GRADE CROSSING AT EAST BARRE.

BARRE RAILROAD COMPANY.

EAST BARRE AND CHELSEA RAILROAD.

GENERAL OFFICE.

BARRE, VT., May 15, 1894.

Hon. Board R. R. Commissioners, Hartford, Vt.

Gentlemen:—This Company desire to lay tracks at grade at East Barre, an extension of our present terminus, to the stone-sheds, for the purpose of doing business to and from said sheds.

I enclose you herewith permission from the selectmen of the town of Barre, waiving notice of hearing before your Board, also permission from the adjoining land owners. Would be glad to push the work forward soon as possible, and I would be glad to receive your permission to such crossings as early as convenient.

{
L. S.
}

Very truly yours,

F. W. STANYAN, *Gen'l Supt.*

The premises of this proposed grade crossing were forthwith examined by Commissioner Pingree, and the same appearing to be necessary, and the request reasonable, a permit was granted subject to the approval of the Board upon inspection, and at the annual inspection, July 27th, 1894, the Board examined said grade crossing and approved of the same.

APPLICATION OF JASON COLE.

SUBJECT:—HIGHWAY GRADE CROSSING; CHANGE IN ORDER OF BOARD.

The following shows the action of the Board herein:

IN BOARD OF RAILROAD COMMISSIONERS.

HYDE PARK, April 12th, 1894.

In the Matter of the Verbal Application of Jason Cole of Danville, for a Modification of the Order of the Board, touching the Abolishment of one of the so called Cole Grade Crossings in said Town of Danville, dated September 28th, 1892.

Upon the verbal request of Jason Cole of Danville, Vermont, with the assent of the selectmen of said town of Danville, and the St. Johnsbury and Lake Champlain Railroad Company, this day orally made upon the examination of the premises, the Board hereby so far modifies its order of date September 28th, 1892, as to order and direct that the easterly highway grade crossing near said Cole's dwelling-house be discontinued as a public highway and closed to public travel from and after April 18th, 1894; and that the westerly crossing near said dwelling-house be moved easterly about three rods, or so that the same shall be directly in front of the barn yard gate of the main barn yard of the said Cole, and that the same be kept open for public travel.

By the Board,

ALFRED E. WATSON, *Clerk.*

EXPENSE
AND
DISBURSEMENT ACCOUNT.

The several members of the Board have rendered their respective accounts to the State Auditor of Accounts, embodying in detail all of their expenses and disbursements, and the same are filed in his office and are subject to the inspection of all citizens.

The printing of these several itemized statements of account, as rendered by the various accounting members of the Board for the eight quarters of the Board's two accounting fiscal years,—from June 1, 1892, to June 1, 1894, would enlarge this report, which is already bulky, to the extent of about thirty additional pages with a corresponding additional expense to the State.

The Board does not deem that the spirit and purpose of Act No. 80 of the Laws of 1890, entitled "An act regarding State officers' reports", contemplates this cumbrousness and expense, and, therefore, it submits the following statement of its expenses and disbursements, referring to the files of the State Auditor's office for the full itemized accounts in detail of its several members:—

STATEMENT OF EXPENSES AND DISBURSEMENTS.

JUNE 1, 1892, TO JUNE 1, 1894.

Samuel E. Pingree, Commissioner,	
Services	\$1,538 00
Expenses	230 29
Amory Davison, Commissioner,	
Services	1,420 00
Expenses	325 62
Leon G. Bagley, Commissioner,	
Services	1,304 00
Expenses	242 38
Alfred E. Watson, Clerk,	
Services	1,762 50
Expenses	276 80
Printing and binding Biennial Report, including	
Railroad Map of State	1,657 64
Printing and engraving, stationery, periodicals and	
advertising	155 19
Transportation, including livery	119 66
Express and postage	134 08
Telegraph and telephone	73 00
Officers' and witness fees	80 68
Stenographers, typewriting, etc	260 70
Experts and civil engineering	74 40
Incidentals	6 75
Total	\$9,661 69

PART V.

ANNUAL RETURNS

OF

RAILROAD COMPANIES.

ANNUAL REPORT
OF THE
ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
UNDER LEASE TO THE
GRAND TRUNK RAILWAY COMPANY
OF CANADA,
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Atlantic & St. Lawrence Railroad Company.

Date of organization: September 25, 1845.

Chartered by the State of Maine, Feb. 10, 1845.

" " " New Hampshire, June 30, 1847.

" " " Vermont, October 27, 1848.

Not a consolidated company.

Not a reorganized company.

Operated by the Grand Trunk Railway Company of Canada.

Please note. The statistics herein given, unless otherwise stated, are for the whole line from Portland, Me., to Island Pond, Vt., including the extension to Boundary Line, the accounts not being kept by the lessees as to give the Vermont division separately.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
L. J. Seargeant.....	Montreal, P. Q.....	First Tuesday in August, 1893, or until successors are elected.
Philip H. Brown.....	Portland, Me.....	
Sir A. T. Galt.....	Montreal, P. Q.....	
F. R. Barrett.....	Portland, Me.....	
F. K. Swan.....	" ".....	
George P. Wescott.....	" ".....	
W. W. Duffett.....	" ".....	
Stephen R. Small.....	" ".....	

Total number of stockholders at date of last election: 1472.

Date of last meeting of stockholders for election of directors: August 2, 1892.

Post-office address of general office: Portland, Me.

Post-office address of operating office: Montreal, P. Q.

OFFICERS.

President—L. J. Seargeant, Montreal, P. Q.

Vice-President—Philip H. Brown, Portland, Me.

Secretary—F. R. Barrett, Portland, Me.

Treasurer—W. W. Duffett, Portland, Me.

General Solicitor—A. A. Strout, Portland, Me.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each Road Named.	Total Mileage Operated.
	From	To		
Atlantic & St. Lawrence Railroad.....	Portland, Me.,	Island Pond, Vt.	149.58	166.58
Extension.....	Island Pond,	Boundary Line.	15.64	
Norway Branch.....	South Paris,	Norway,	1.36	

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		By what Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From	To			
Atlantic & St. Lawrence Railroad.....	Portland, Maine.	Island Pond, Vermont.	The Grand Trunk Railway Company of Canada.	Leased for 999 years from Aug. 5, 1853.	149.58
Extension.....	Island Pond.	Boundary Line.			15.64
Total					165.22

The Atlantic & St. Lawrence Railroad was leased to the Grand Trunk Railway Company of Canada, for 999 years from August 5, 1853, the lessees assuming all obligations and guaranteeing six per cent interest per annum on the capital stock. The authority being granted for the lease, by an act of the Legislature of Maine, approved March 29, 1853, and by an act of the Legislature of New Hampshire, July 13, 1856.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital Stock:						
Currency; Common.....	215	\$100)	\$5,484,000 00	\$5,484,000 00	6 per cent.	\$329,040
Sterling.....	11,285	£100)				
Fractional.....	35	\$16)				

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
First Mortgage Bonds	Oct. 1, 1864	5-20	\$1,500,000 00	\$1,499,916 00
Second " "	May 1, 1871	5-20	718,000 00	712,932 00
Third " "	July 1, 1891	20	787,000 00	786,984 00
Balance on exchange of Bonds				168 00
Grand Total...			\$3,000,000 00	\$3,000,000 00

Recapitulation of Funded Debt: Mortgage Bonds issued, \$3,000,000.00; all outstanding.

Current Assets and Liabilities: The line is leased to and operated by the Grand Trunk Railway Company, and consequently there are no current balances.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.
Capital Stock.....	\$5,484,000 00
Bonds.....	3,000,000 00
Total.....	\$8,484,000 00

B. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

Name of Road.	Capital Stock.	Funded Debt.	Amount per Mile of Road. Miles.
Atlantic & St. Lawrence R. R..	\$5,484,000 00	\$3,000,000 00	149.58
Extension to Boundary Line..		438,000 00	15.64
Norway Branch.....	8,750 00		1.36
Total.....	\$5,492,750 00	\$3,438,000 00	166.58

Equipment furnished by the Lessees.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$1,169,197 63	
Less Operating Expenses.....	854,810 11	
Income from Operation.....		\$314,387 52
Total Income.....		\$314,387 52
Deductions from Income:		
Interest on Funded Debt accrued and Capital Stock (paid by Lessees).....	\$535,320 00	
Taxes.....	19,911 73	
Total Deductions from Income.....		\$555,231 73
Deficit (paid by Lessees).....		\$240,844 21
The Lessees receive all income and pay all expenses.		

EARNINGS FROM OPERATION—WHOLE LINE.

Item.	Actual Earnings.
Total Passenger Revenue.....	\$298,955 91
Mail.....	24,592 73
Express.....	22,000 11
Total Passenger Earnings.....	\$345,548 75
Total Freight Revenue.....	\$821,465 49
Total Freight Earnings.....	\$821,465 49
Total Passenger and Freight Earnings.....	\$1,167,014 24
Rents not otherwise provided for.....	2,183 39
Total Other Earnings.....	2,183 39
Total Gross Earnings from Operation—Entire Line.....	\$1,169,197 63

OPERATING EXPENSES.

Item.	Total.
Maintenance of Way and Structures.....	\$194,930 62
Maintenance of Equipment.....	165,302 39
Conducting Transportation.....	457,947 34
General Expenses.....	36,629 76
Recapitulation of Expenses:	
Maintenance of Way and Structures.....	\$194,930 62
Maintenance of Equipment.....	165,302 39
Conducting Transportation.....	457,947 34
General Expenses.....	36,629 76
Grand Total.....	\$854,810 11
Percentage of Expenses to Earnings—Entire Line.....	73.11

COMPARATIVE GENERAL BALANCE SHEET.

Liabilities.	June 30, 1892 Total.
Capital Stock.....	\$5,484,000 00
Funded Debt.....	3,000,000 00
Grand Total.....	\$8,484,000 00

CONTRACTS, AGREEMENTS, ETC., MADE BY THE LESSEES.

Express:

Merchants' Express Company, between Lewiston and Portland, Me.
 New England Dispatch Co., " " "
 Pay \$100 per month, each.

Mail:

The United States government pay for carrying mail between Portland, Me., and Canada Line, Vt., \$22,289.20 per annum.

Sleeping Cars:

Contract with the Pullman Car Company, who maintain the cars and collect special fares.

Telegraph:

Contract with the Great North Western Telegraph Company, who maintain the line and collect receipts for any public business done. The railway company pays the operator.

Security for Funded Debt: The road from Portland, Me., to Island Pond, Vt., 149.58 miles, is mortgaged for \$20,056.15 per mile.

Employees and salaries: Operated by the Lessees and all salaries paid by them.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue.....	358,388			
Number of passengers carried one mile.....	11,727,224			
Average amount received from each passenger.....			83	6.5
Average receipts per passenger per mile.....			2	5.5
Freight Traffic:				
Number of tons carried of freight earning revenue....	891,350			
Number of tons carried one mile.....	100,381,514			
Average amount received for each ton of freight.....			92	1.6
Average receipts per ton per mile.....				8.5
Train Mileage:				
Miles run by passenger trains	328,858			
Miles run by freight trains...	515,413			
Miles run by mixed trains....	140,038			
Total Mileage Trains Earning Revenue.....	984,309			
Miles run by switching, construction and other trains....	295,539			
Grand Total Train Mileage.	1,279,848			

Description of Equipment: Equipment furnished by the Lessees.

Mileage of Road Operated, single track, 149.58 miles.

Mileage owned by Road making this report: State of Maine, 82.60; New Hampshire, 52.06; Vermont, 14.98; Extension to Boundary Line, Vt., 15.58; total, 165.22 miles.

Accidents to Persons: 1 employe injured, coupling.

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.						
From	To	Miles.	Aggregate Length of Curved Line.	Length of Straight Line.	Length of Level Line.	ASCENDING GRADES.			DESCENDING GRADES.		
						Number.	Sum of Ascents.	Aggregate Length of Ascending Grades	Number.	Sum of Descents.	Aggregate Length of Descending Grades
			Miles.	Miles.	Miles.		Feet.	Miles.		Feet.	Miles.
Portland, Maine.	Island Pond, Vt.	149.58	59.53	90.05	27.80	7904	37.31		1,958	84.47	

CHARACTERISTICS OF ROAD—*Continued.**Bridges :*

Number Iron.....	7
Aggregate length.....	626 feet

Overhead Highway Crossings :

Number Bridges.....	1
---------------------	---

Gauge of Track : 4 feet, 8½ inches, 165.22 miles.

Telegraph :

Miles of line and wire owned, 165.22 miles. Operated by The Great North Western Telegraph Company.

STATE OF MAINE, }
County of Cumberland. } ss:

We, the undersigned, Philip H. Brown, Vice-President, and W. W. Duffett, Treasurer, of the Atlantic & St. Lawrence Railroad Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers and records of said Company, and statements received from the Lessees; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, so far as known, the statements being furnished by the Lessees, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

PHILIP HENRY BROWN, *Vice-President.*
W. W. DUFFETT, *Treasurer.*

Subscribed and sworn to before me,
this 12th day of Sept., 1892.

HUBBARD W. BRYANT,

Justice of the Peace.

ANNUAL REPORT OF THE BARRE RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Barre Railroad Company.

Date of organization: April 9, 1888.

Organized under the Laws of the State of Vermont, General Laws of Vermont, Chapter 154, 155, 156, 157; Acts of 1882, Nos. 1, 35, 36, 37, 38, 39, 40; Acts of 1884, Nos. 24, 49; Nos. 20, 21, 22, 23.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
A. D. Morse.....	Barre, Vt.....	May 25, 1893.
W. A. Stowell.....	Montpelier, Vt.....	
E. L. Smith.....	Barre, Vt.....	
John Trow.....	Barre, Vt.....	
F. W. Stanyan.....	Barre, Vt.....	

Total number of stockholders at date of last election: 100.

Date of last meeting of stockholders for election of directors: May 26, 1893.

Post-office address of general office: Barre, Vt.

Post-office address of operating office: Barre, Vt.

OFFICERS.

President—A. D. Morse, Barre, Vt.

First Vice-President and Managing Director—W. A. Stowell, Montpelier, Vt.

Secretary—} F. W. Stanyan, Barre, Vt.

Treasurer—}

General Solicitor—S. C. Shurtleff, Montpelier, Vt.

General Manager—F. W. Stanyan, Barre, Vt.

General Superintendent—F. W. Stanyan, Barre, Vt.

General Freight Agent—F. W. Stanyan, Barre, Vt.

General Ticket Agent—F. W. Stanyan, Barre, Vt.

PROPERTY OPERATED.

Barre Railroad, from Barre, Vt., to the Quarries in Barre and Williamstown. Miles of line, 9.36.

CAPITAL STOCK.

Number of shares authorized, 800. Par value of shares, \$100. Total par value authorized, \$80,000. Total amount issued and outstanding, \$75,033.10.

Number of shares issued during year, 2. Cash realized on amount issued during year, \$200. Total number of shares issued, 745. Total cash realized, \$75,033.10.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$2,337 44
Net Traffic Balances due from other Companies.....	1,694 82
Due from Solvent Companies and Individuals.....	1,072 20
Balance—Current Liabilities.....	188,510 78
Total.....	\$193,655 19

Materials and Supplies on hand, \$1,360.

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$147,858 14
Audited Vouchers and Accounts.....	44,536 58
Wages and Salaries.....	1,260 00
Total.....	\$193,655 19

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionm't To Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$75,033 10	\$75,033 10	9.26	\$8,102 93

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Barre Railroad Company.....	\$75,033 10	\$193,655 19	\$268,688 29	9.26	\$29,016
Total.....	\$75,033 10	\$193,655 19	\$268,688 29	9.26	\$29,016

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
	* Charged to Construction or Equipment.			
Construction:				
Right of Way.	\$506 37	\$28,296 12	\$28,802 50	\$3,110 72
Our Real Es- tate.....		12,750 17	18,750 17	1,376 91
Fences.....	37 12	599 55	636 67	68 75
Grading and Bridge and Culvert Ma- sonry.....		65,727 35	65,727 35	7,097 98
Bridges and Trestles.....		5,066 11	5,066 11	547 10
Rails.....	5,052 86	47,452 50	52,505 36	5,670 30
Ties.....		14,712 64	14,712 64	1,588 85
Other Super- structure.....		5,580 31	5,580 31	602 63
Buildings, Fur- niture and Fixtures.....		4,299 11	4,299 11	464 27
Shop Machine- ry and Tools		372 09	372 09	40 18
Engineering Expenses....		4,658 85	4,658 85	508 11
Interest dur- ing Construc- tion.....		1,564 07	1,564 07	168 90
Terminal Fa- cilities, and Elevators....	235 15	16,931 83	17,166 98	1,853 88
Other Items...		3,138 14	3,138 14	338 89
Total.....	\$5,831 50	\$211,148 85	\$216,980 35	\$23,432 37
Equipment:				
Locomotives ..		\$21,667 00	\$21,667 00	\$2,339 85
Passenger Cars,		4,305 25	4,305 25	464 93
Baggage, Ex- press and Postal Cars..		862 75	862 75	93 17

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—*Continued.*

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
	* Charged to Construction or Equipment.			
Freight Cars..	*\$135 00	\$20,673 56	\$20,538 56	\$2,217 99
Other Cars of all Classes...		1,318 53	1,318 53	142 39
Total.....	\$135 00	\$48,827 09	\$48,692 09	\$5,358 33
Grand Total.....	\$5,696 50	\$259,975 94	\$265,672 44	\$29,690 33

* Less Freight Cars charged to income account as permanent improvements.

* Not included in operating expenses.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$34,043 13	
Less Operating Expenses.....	20,008 83	
Income from Operation.....		\$14,034 30
Miscellaneous Income—less Expenses.....	\$339 97	
Income from other Sources.....		339 97
Total Income.....		\$14,374 27
Interest on Interest-bearing Current Liabilities Accrued, not otherwise provided for.....	\$11,687 06	
Taxes.....	935 77	
Total Deductions from Income.....		\$12,622 83
Net Income.....		\$1,751 44
Surplus from Operations of Year ending June 30, 1892.....		1,751 44
Surplus on June 30, 1891.....		14,447 34
Surplus on June 30, 1892.....		16,198 78

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$2,724 55		
Less Repayments:			
Excess Fares Refunded.....		\$2 50	
Total Deductions.....		\$2 50	
Total Passenger Revenue.....			\$2,722 05
Total Passenger Earnings.....			\$2,722 05
Freight:			
Freight Revenue.....	\$31,383 62		
Less Repayments:			
Overcharge to Shippers.....		\$62 54	
Total Deductions.....		\$62 54	
Total Freight Revenue.....			\$31,321 08
Total Freight Earnings.....			\$31,321 08
Total Passenger and Freight Earnings.....			\$34,043 13
Other Earnings from Operation:			
Other Sources, Engine Service..			\$320 00
Total Other Earnings.....			\$320 00
Total Gross Earnings from Operation.....			\$34,363 13

MISCELLANEOUS INCOME.

Rent of Tenements: Gross income, \$925 65; Less expenses, \$585 68;
 Net miscellaneous income, \$339 97.

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$426 00	\$4,898 93	\$5,324 93
Renewals of Rails.....	15 86	182 48	198 34
Renewals of Ties.....	44 17	507 99	552 16
Repairs of Bridges and Culverts.....	41 76	480 20	521 96
Other Expenses.....	49	5 65	6 14
Snow and Ice.....	14 61	167 99	182 60
Total.....	\$542 89	\$6,243 24	\$6,786 13
Maintenance of Equipment:			
Repairs and renewals of Locomotives..	\$60 51	\$695 90	\$756 41
Repairs and renewals of Passenger Cars.....	22 38		22 38
Repairs and renewals of Freight Cars.		1,206 36	1,206 36
Repairs and renewals of Ferry-Boats, Tugs, Floats and Barges.....	2 97	34 13	37 10
Shop Machinery, Tools, etc.....	73	8 43	9 16
Other Expenses.....	92	10 66	11 58
Total.....	\$87 51	\$1,955 48	\$2,042 99
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	\$248 84	\$2,861 74	\$3,110 58
Fuel for Locomotives.....	266 28	3,062 31	3,328 59
Water-supply for Locomotives.....	12 48	143 59	156 07
All other supplies for Locomotives....	9 81	112 82	122 63
Wages of other Trainmen.....	197 36	2,269 64	2,467 00
All other Train supplies.....	5 92	68 08	74 00
Wages of Switchmen, Flagmen and Watchmen.....	2 97	34 16	37 13
Loss and Damage.....	5 93	68 25	74 18
Total.....	\$749 59	\$8,620 59	\$9,370 18
General Expenses:			
General Office Expenses and Supplies.	\$108 98	\$1,253 32	\$1,362 30
Legal Expenses.....	43	4 99	5 42
Stationery and Printing.....	19 60	225 33	244 93
Other General Expenses.....	15 73	181 15	196 88
Total.....	\$144 74	\$1,664 79	\$1,809 53

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Recapitulation of Expenses:			
Maintenance of Way and Structures..	\$542 89	\$6,243 24	\$6,786 13
Maintenance of Equipment.....	87 51	1,955 48	2,042 99
Conducting Transportation.....	749 59	8,620 59	9,370 18
General Expenses.....	144 74	1,664 79	1,809 53
Grand Total.....	\$1,524 73	\$18,484 10	\$20,008 83
Percentage of Expenses to Earnings —Entire Line.....			58.23
Operating Expenses, State of Vermont:			
Maintenance of Way and Structures..	\$542 89	\$6,243 24	\$6,786 13
Maintenance of Equipment.....	87 51	1,955 48	2,042 99
Conducting Transportation.....	749 59	8,620 59	9,370 18
General Expenses.....	144 74	1,664 79	1,809 53
Total.....	\$1,524 73	\$18,484 10	\$20,008 83
Percentage of Expenses to Earnings, Vermont.....			58.23

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.	Assets.	June 30, 1892.	Year Ending June 30, 1892.	
			Increase.	Decrease.
Total.		Total.		
\$211,148 85	Cost of Road.....	\$216,980 35	\$5,831 50	
48,827 09	Cost of Equipment.....	48,629 09		\$135 00
12,750 17	Lands owned.....	12,750 17		
5,908 72	Cash and Current Assets...	5,104 46		864 26
	Other Assets:			
1,421 06	Materials and Supplies..	1,360 00		61 06
\$280,115 89	Grand Total.....	\$284,887 07	\$5,831 50	\$1,060 32

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891.	Liabilities.	June 30, 1892.	Year Ending June 30, 1892.
Total		Total	Increase.
\$74,833 10	Capital Stock.....	\$75,033 10	\$200 00
190,835 45	Current Liabilities.....	193,655 19	2,819 74
14,447 34	Profit and Loss.....	16,198 78	1,751 44
\$280,115 89	Grand Total.....	\$284,887 07	\$4,771 18

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	1	312	\$1,080 00	\$3 49
General Office Clerks.....	1	312	120 00	38
Enginemen.....	2	670	1,510 00	2 25
Firemen.....	3	762	1,145 58	1 50
Conductors.....	2	604	1,210 00	2 00
Other Trainmen.....	3	840	1,257 00	1 50
Other Shopmen.....	1	305	610 00	2 00
Section Foremen.....	3	936	1,627 50	1 75
Other Trackmen.....	9	2,730	4,095 00	1 50
Switchmen, Flagmen and Watch- men.....	1	60	37 13	62½
All other Employes and Labor- ers.....	1	310	465 00	1 50
Total (Including "General Officers")—Vermont.....	27	7,841	\$13,157 21	\$1 68
Less "General Officers"....	1	312	1,080 00	
Total (Excluding "General Officers")—Vermont.....	26	7,529	\$12,077 21	\$1 62
Distribution of above :				
General Administration.....	2	624	\$1,200 00	\$1 92
Maintenance of Way and Structures.....	12	3,666	5,722 50	1 56
Maintenance of Equipment...	1	305	610 00	2 00
Conducting Transportation...	12	3,246	5,624 71	1 73

EMPLOYES AND SALARIES—*Continued.*

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
Total (Including "General Officers")—Vermont.....	27	7,841	\$ 13,157 21	\$1 68
Less "General Officers,"...	1	312	1,080 00	
Total (Excluding "General Officers")—Vermont.....	26	7,529	\$ 12,077 21	\$1 62
Total (Including "General Officers")—Entire Line.....	27	7,841	\$ 13,157 21	\$1 68

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	12,100			
Number of passengers carried one mile.....	48,400			
Average distance carried.....	4			
Total passenger revenue.....		2,722	05	
Average amount received from each passenger.....			22	5
Average receipts per passenger per mile.....			5	6.25
Total passenger earnings.....		2,722	05	
Passenger earnings per mile of road.....		293	95	
Freight Traffic:				
Number of tons carried of freight earning revenue.....	72,290			
Number of tons carried one mile.....	289,160			
Average distance haul of one ton.....	4			
Total freight revenue.....		31,321	08	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Average amount received for each ton of freight.....			43	3.27
Average receipts per ton per mile.....			10	8.33
Estimated cost of carrying one ton one mile.....			6	2.35
Total freight earnings.....		31,321	08	
Freight earnings per mile of road.....		3,382	41	
Passenger and Freight:				
Passenger and freight revenue..		34,043	13	
Passenger and freight revenue per mile of road.....		3,676	36	
Passenger and freight earnings.....		34,043	13	
Passenger and freight earnings per mile of road.....		3,676	36	
Gross earnings from operation..		34,363	13	
Gross earnings from operation per mile of road.....		3,710	52	
Expenses.....		20,008	83	
Expenses per mile of road.....		2,160	70	
Train Mileage:				
Miles run by freight trains.....	5,300			
Miles run by mixed trains.....	6,300			
Total mileage trains earning revenue.....	11,500			
Miles run by construction and other trains.....	490			
Grand Total Train Mileage.	11,990			
Average number of freight cars in train.....	7			
Average number of loaded cars in train.....	3½			
Average number of empty cars in train.....	3½			
Average number of tons of freight in train.....	112			
Average number of tons of freight in each loaded car.....	16			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road.	TOTAL FREIGHT TONNAGE.	
	WholeTons.	WholeTons.	Per Cent.
Products of Mines : Stone, Sand and other like Ar- ticles	69,590	69,590	96
Manufactures : Merchandise	2,700	2,700	4
Total Tonnage.....	72,290	72,290	100

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.		Equipped with Train Brake.
	Number	Kind.	
Locomotives :			
Freight	3	3	Westinghouse Quick Action.
Total Locomotives	3	3	"
Cars in Passenger Service :			
Baggage, Express and Postal Cars.....	1	1	"
Other Cars in Passenger Service.....	4	4	"
Total	5	5	"
Cars in Freight Service :			
Flat Cars	40	20	"
Total	40	20	"
Total Cars owned	45	25	"

RAILROAD COMMISSIONERS' REPORT.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.
	Main Line.		Steel.
Miles of Single Track.....	9.26	9.26	9.26
Miles of Yard Track and Sidings..	10.74	10.74	10.74
Total Mileage Operated (all tracks).....	20	20	20

I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage, Excluding Trackage Rights.	RAILS.
	Main Line.		Steel.
Vermont.....	9.26	9.26	9.26
Total Mileage Operated (single track).....	9.26	9.26	9.26

II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main line represented by capital stock, 9.26 miles. Total mileage excluding trackage rights, 9.26. Steel rails, 9.26.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal-- Tons. Bitu- minous.	Total Fuel Con- sumed. Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Freight.....	2,813	2,813	5,200	1,311.77
Mixed.....	3,016	3,016	6,300	1,072.86
Construction.....	200	200	490	918.87
Total.....	6,029	6,029	11,990	1,126.85
Average Cost at Distributing Point...	\$4.20			

ACCIDENTS TO PERSONS.

Falling from trains and engines, 1 trainman killed.

CHARACTERISTICS OF ROAD.

From Barre to Quarries, 9.26 miles. All curves. Aggregate length of curved line, 8.26 miles. Length of straight line, 1 mile. Length of level line, 2.26 miles. Number of ascending grades, 1. Sum of ascents, 1,015 feet. Aggregate length of ascending grades, 4 miles. Number of descending grades, 1. Sum of descents, 193 feet. Aggregate length of descending grades, 1 mile.

Bridges:

Number Wooden.....	2
Aggregate Length.....	120 feet
Minimum Length.....	60 feet
Maximum Length.....	60 feet

Trestles:

Number.....	3
Aggregate Length.....	615 feet
Minimum Length.....	65 feet
Maximum Length.....	400 feet

<i>Gauge of Track</i>	4 feet, 8½ inches
<i>Length of Road</i>	9.26 miles

STATE OF VERMONT,) ss.
County of Washington. }

We, the undersigned, A. D. Morse, President, and F. W. Stanyan, Secretary, of the Barre Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

AZRO D. MORSE, *President*.
F. W. STANYAN, *Treasurer*.

Subscribed and sworn to before me,
this 10th day of September, 1892.

W. A. PERRY, *Notary Public*.

ANNUAL REPORT

OF THE

BENNINGTON & RUTLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Bennington & Rutland Railway Company.

Date of organization: August, 1877.

Organized under the Laws of the State of Vermont.

Original name of corporation: Bennington & Rutland Railroad Company. Reorganized under the General Statutes of Vermont.

Foreclosure of Mortgage.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
J. G. McCullough . . .	North Bennington, Vt..	First Tuesday in July.
F. B. Jennings.....	New York City, N. Y...	
W. S. Webb.....	Shelburne, Vt.....	
T. L. Park.....	North Bennington, Vt..	
M. S. Colburn.....	Manchester, Vt.....	

Total number of stockholders at date of last election: Seven (7).

Date of last meeting of stockholders for election of directors: First Tuesday in July.

Post-office address of general office: North Bennington, Vt.

Post-office address of operating office: Supt., Bennington: G. F. and P. A., also Master Mechanic, Rutland. All other general offices at North Bennington, Vt.

OFFICERS.

President—J. G. McCullough, North Bennington, Vt.

Vice-President—F. B. Jennings, New York City, N. Y.

Secretary—G. W. Harman, Bennington, Vt.

Treasurer—S. B. Hall, North Bennington, Vt.

Auditor—W. G. Shaw, North Bennington, Vt.

General Superintendent—E. D. Bennett, Bennington, Vt.

General Freight Agent—H. W. Spafford, Rutland, Vt.

General Passenger Agent—H. W. Spafford, Rutland, Vt.

General Ticket Agent—In charge of Auditor.

General Baggage Agent—In charge of General Passenger Agent.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Bennington and Rutland Railway.....	Bennington, Vt...	Rutland, Vt.....	57.06	58.91
	No. Bennington...	N. Y. State Line..	1.85	

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock : Common.....	20,000	\$50 00	\$1,000,000 00	\$1,000,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.	Remarks.
Issued for Reorganization : Preferred.....	20,000	\$1,000,000 00	Issued for like amount of stock of former Company.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issued.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage ..	Nov., 1877.	Nov. 1, 1897.	\$475,000 00	\$475,000 00	\$475,000 00	\$475,000 00	7 p. c.	May and Nov. 1.	\$33,250 00	\$33,250 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	INTEREST.		
	Amount Issued.	Amount Outstanding.	Amount Accrued During Year.
Mortgage Bonds.....	\$475,000 00	\$475,000 00	\$33,250 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....	\$21,986 10
Due from Agents.....	7,218 73
Due from Solvent Companies and Individuals.....	2,704 93
Balance—Current Liabilities.....	7,445 74
Total.....	\$39,355 50

Materials and Supplies on hand, \$9,588.97.

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 30, 1892.

Loans and Bills Payable.....	\$ 5,000 00
Audited Vouchers and Accounts.....	14,278 44
Wages and Salaries.....	8,879 10
Net Traffic Balances due to other Companies.....	2,670 84
Matured Interest Coupons Unpaid (including Coupons due July 1).....	5,541 67
Miscellaneous—Taxes.....	2,985 45
Total.....	\$39,355 50

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00	58.91	\$16,975 00
Bonds.....	475,000 00	475,000 00		8,063 00
Total.....	\$1,475,000 00	\$1,475,000 00	58.91	\$25,038 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost per Mile.
Construction.....	\$1,475,000 00	\$1,475,000 00	\$25,038 00
Total Construction.....	\$1,475,000 00	\$1,475,000 00	\$25,038 00
Total Cost Construction, Equipment, Etc., State of Vermont	\$1,475,000 00	\$1,475,000 00	\$25,038 00

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$263,771 45
Less Operating Expenses.....	199,435 05
Income from Operation,	\$64,336 40
Total Income,	\$64,336 40
Deductions from Income:	
Interest on Funded Debt, accrued.....	\$ 33,250 00
Taxes	6,644 28
Total Deductions from Income,	\$39,894 28
Net Income,	\$24,442 12
Surplus from Operations of Year Ending June 30, 1892.....	\$24,442 12
Deficit on June 30, 1891.....	22,298 89
Surplus on June 30, 1892.....	\$ 2,143 23

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$122,315 59	
Total Passenger Revenue.....		\$122,315 59
Express.....	\$9,319 73	
Extra Baggage and Storage.....	4,800 00	14,019 73
Total Passenger Earnings.....		\$136,335 31
Freight:		
Freight Revenue.....	\$126,315 64	
Total Freight Revenue.....		\$126,315 64
Total Freight Earnings.....		\$126,315 64
Total Passenger and Freight Earnings.....		\$262,650 95
Other Earnings from Operation:		
Other Sources.....		\$1,120 50
Total Other Earnings.....		\$1,120 50
Total Gross Earnings from Operation—Vermont.....		\$263,771 45
Total Gross Earnings from Operation—Entire Line.....		\$263,771 45

OPERATING EXPENSES.

Item.	Total.
Maintenance of Way and Structures:	
Repairs of Roadway.....	\$33,884 58
Renewals of Ties.....	13,020 06
Repairs of Bridges and Culverts.....	5,187 27

OPERATING EXPENSES—*Continued.*

Item.	Total.
Repairs of Fences, Road-crossings, Signs and Cattle-Guards.....	\$2,378 97
Repairs of Buildings.....	7,996 21
Total.....	\$62,467 09
Maintenance of Equipment:	
Repairs and renewals of Locomotives.....	\$10,295 61
Repairs and renewals of Passenger Cars.....	17,119 78
Repairs and renewals of Freight Cars.....	5,858 86
Shop Machinery, Tools, Etc.....	738 75
Other Expenses.....	1,798 80
Total.....	\$35,811 80
Conducting Transportation:	
Wages of Enginemen, Firemen and Round-housemen....	\$15,592 57
Fuel for Locomotives.....	31,667 30
Wages of Other Trainmen.....	17,473 35
Wages of Switchmen, Flagmen and Watchmen.....	1,573 07
Expense of Telegraph, including Train Dispatchers and Operators.....	1,155 00
Wages of Station Agents, Clerks and Laborers.....	10,010 85
Station Supplies.....	1,460 75
Switching Charges—Balance.....	1,800 00
Car Mileage—Balance.....	2,704 60
Loss and Damage.....	695 84
Injuries to Persons.....	2,750 00
Other Expenses.....	2,436 40
Total.....	\$89,319 73
General Expenses:	
Salaries of Officers.....	\$4,320 00
Salaries of Clerks.....	1,590 00
Advertising.....	323 57
Insurance.....	921 50
Stationery and Printing.....	2,138 42
Other General Expenses.....	2,542 94
Total.....	\$11,836 43
Recapitulation of Expenses:	
Maintenance of Way and Structures.....	\$62,467 09
Maintenance of Equipment.....	35,811 80
Conducting Transportation.....	89,319 73
General Expenses.....	11,836 43
Grand Total.....	\$199,435 05

Percentage of expenses to earnings—Entire Line, 75.61.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	ASSETS.			
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$ 6,054 78	\$1,475,000 00	Cost of Road.....	\$1,475,000 00		
12,081 91		Cash and Current Assets.....		\$15,931 82	
4,941 91		Other Assets.....		2,247 15	
22,298 89		Materials and Supplies.....		4,647 06	\$22,298 89
		Profit and Loss.....			
\$45,377 49	\$1,475,000 00	Grand Total.....	\$1,475,000 00	\$22,825 53	\$22,298 89

COMPARATIVE GENERAL BALANCE SHEET—Continued.

JUNE 30, 1891.		LIABILITIES.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$1,000,000 00	Capital Stock.....		\$1,000,000 00			
475,000 00	Funded Debt.....		475,000 00			
\$39,835 82	Current Liabilities.....		\$38,219 21			\$1,616 61
5,541 67	Accrued Interest on Funded Debt not yet payable.....		5,541 67			
	Profit and Loss.....		2,143 25		\$2,143 25	
\$45,377 49	Grand Total.....		\$45,904 13	\$1,475,000 00	\$2,143 25	\$1,616 61

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line
	From	To	Miles.	
First Mortgage.....	Bennington .. North Bennington	Rutland.... New York.. State Line	58.91	\$8,063 00

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensation.	Ave. Daily Compensation
General Officers.....	5	1,565	\$7,200 00	\$4 60
General Office Clerks.....	4	1,250	1,560 00	1 26
Station Agents.....	14	4,382	5,538 00	1 26
Other Station Men.....	10	3,130	4,182 00	1 34
Enginemen.....	9	2,817	9,155 25	3 25
Firemen.....	10	3,130	5,101 90	1 63
Conductors.....	8	2,504	7,186 48	2 88
Other Trainmen.....	20	6,260	10,203 80	1 63
Machinists.....	7	2,191	3,571 33	1 63
Carpenters.....	12	3,756	7,737 36	2 06
Other Shopmen.....	16	5,008	7,662 24	1 53
Section Foremen.....	13	4,069	6,312 00	1 55
Other Trackmen.....	61	19,093	23,082 40	1 20
Switchmen, Flagmen and Watchmen....	8	2,920	3,360 00	1 15
Telegraph Operators and Dispatchers...	2	626	1,140 00	1 82
All Other Employes and Laborers.....	6	1,878	2,347 50	1 25
Total (Including "General Officers")	205	64,581	\$105,340 26	\$1 63
Less "General Officers".....	5	1,565	7,200 00	4 60
Total (Excluding "General Officers")	200	63,016	\$98,140 26	\$1 56
Distribution of Above:				
General Administration.....	9	2,817	8,760 00	3 11
Maintenance of Way and Structures..	80	25,040	33,263 08	1 33
Maintenance of Equipment.....	33	10,537	16,782 25	1 59
Conducting Transportation.....	83	26,187	46,534 93	1 78
Total (Including "General Officers")	205	64,581	\$105,340 26	\$1 63
Less "General Officers".....	5	1,565	7,200 00	4 60
Total (Excluding "General Officers")	200	63,016	\$98,140 26	\$1 56
Total (Including "General Officers") Entire Line.....	205	64,581	\$105,340 26	\$1 63

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	233,829			
Number of passengers carried one mile.....	5,048,064			
Average distance carried.....	21.59			
Total passenger revenue.....		122,315	59	
Average amount received from each passenger.....			52	3.09
Average receipts per passenger per mile.....			02	4.23
Total passenger earnings.....		136,335	31	
Passenger earnings per mile of road.....		2,314	30	
Passenger earnings per train-mile.....			68	2.56
Freight Traffic:				
Number of tons carried of freight earning revenue.....	186,918			
Number of tons carried one mile.....	7,207,072			
Average distance haul of one ton.....	38.55			
Total freight revenue.....		126,315	64	
Average amount received for each ton of freight.....			67	5.77
Average receipts per ton per mile.....			01	7.52
Total freight earnings.....		126,315	64	
Freight earnings per mile of road.....		2,144	21	
Freight earnings per train-mile..		1	45	2.56
Passenger and Freight:				
Passenger and freight revenue...		248,631	23	
Passenger and freight revenue per mile of road.....		4,220	53	
Passenger and freight earnings..		262,650	95	
Passenger and freight earnings per mile of road.....		4,458	51	
Gross earnings from operation...		263,771	45	
Gross earnings from operation per mile of road.....		4,477	53	
Expenses.....		199,435	05	
Expenses per mile of road.....		3,385	42	
Train Mileage:				
Miles run by passenger trains....	199,740			
Miles run by freight trains	86,961			
Total mileage trains earning rev...				
Miles run by switching trains....	37,480			
Miles run by construction and other trains.....	4,335			
Grand Total Train Mileage.....				
	328,416			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Ro'ds and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain	1,537	11,442	12,969	6.94
Flour				
Other Mill Products.....				
Hay				
Tobacco				
Cotton	1,312	1,718	3,030	1.63
Fruit and Vegetables.....				
Products of Animals:				
Live Stock.....				
Dressed Meats.....				
Other packing-house products..	4	35,595	35,999	19.05
Poultry, Game and Fish.....				
Wool				
Hides and Leather.....	1,285	2,100	3,385	1.81
Products of Mines:				
Anthracite Coal.....				
Bituminous Coal.....	6,407	37,751	44,158	23.63
Stone, Sand and like articles.....				
Marble	19,977	25,112	45,089	24.12
Products of Forest:				
Lumber.....	2,998	236	3,234	1.73
Charcoal.....				
Manufactures:				
Petroleum and other Oils.....	15,234	14,026	29,260	15.65
Sugar				
Naval Stores.....				
Iron, Pig and Bloom.....				
Iron and Steel Rails.....				
Other Castings and Machinery..				
Bar and Sheet Metal.....				
Cement, Brick and Lime.....				
Agricultural Implements.....				
Wagons, Carriages, Tools, etc..				
Wines, Liquors and Beers.....	1,497	8,347	9,844	5.27
Household Goods and Furniture				
Merchandise	154	196	350	.19
Miscellaneous: Other Commodi- ties not mentioned above.....				
Total Tonnage.....	50,395	136,523	186,918	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number	Kind.	Number.	Kind.
Locomotives:						
Passenger.....				Westinghouse.		
Freight.....				Automatic Air.		
Switching.....						
Total Locomotives.....		12	10			
Cars in Passenger Service:						
First-class Passenger Cars.....	1	12	10	Westinghouse.	11	Miller Platform
Second-class Passenger Cars.....				"		Automatic Coup.
Combination Passenger Cars.....	1	1	1	"	9	"
Baggage, Exp. and Postal Cars.		9	9			
Total.....	2	22	20		20	
Cars in Freight Service:						
Box Cars.....	2	94	None.		None.	
Flat Cars.....		173				
Stock Cars.....	3	3				
Grand Total Cars.....	7	292				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track.....	57.06	1.85	58.91		58.91
Miles of yard track and sidings.....	5.25		5.25	5.25	
Total Mileage Operated (all tracks).	62.31	1.85	64.16	5.25	58.91

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Excluding Trackage Rights.	Steel Rails.
	Main Line.	Branches and Spurs.		
Vermont.....	57.06		58.91	58.91

MILEAGE OWNED AND OPERATED BY ROAD MAKING THIS REPORT.

	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Excluding Trackage Rights.	Steel Rails.
	Main Line.	Branches and Spurs.		
	57.06	1.86	58.91	58.91

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Hard Wood.	37,018	35 Cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total Fuel Consumed—Tons of 2000 lbs.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.	Hard.				
Passenger.....	6,359.07	438.98	6,798.05	199,740	68.07	
Freight.....	2,768.50	191.11	2,959.61	86,961	68.06	
Switching.....	1,193.37	82.38	1,275.75	37,480	68.07	
Construction.....	138.06	9.53	147.59	4,335	68.09	
Total.....	10,459.00	722.00	11,181.00	328,516	62.07	
Average Cost at distributing point.	at 2,000 lbs.					

ACCIDENTS TO PERSONS.

Dec. 7, 1891, R. T. Eldridge; May 26, 1892, Otis Streeter. Both killed while walking on track, trespassing.

CHARACTERISTICS OF ROAD.

We have no map or survey of the road.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges:

Iron.....	2
Wooden.....	28
Combination.....	3
Aggregate length.....	172 feet

Gauge of Track: 4 feet, 8½ inches. 58.91 miles.

Telegraph:

Owned and operated by Western Union Telegraph Company, 58.91 miles of line.

One overhead farm crossing, 18 feet 6 inches above surface of rail.

The following fast freight lines operate over this road: National Despatch, Rome, Watertown and Ogdensburg, Nickel Plate, West Shore, Hoosac Tunnel, Erie Despatch, Inter-State Despatch, Commercial, Express, Lackawanna, Trades Despatch, West Shore and Boston, Lackawanna and Boston.

We pay mileage for use of all foreign cars at rate of ¾ cent per mile.

STATE OF VERMONT, }
County of Bennington. } ss:

We, the undersigned, E. D. Bennett, Superintendent, and W. G. Shaw, Auditor, of the Bennington and Rutland Railway Company, on our oath do say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. D. BENNETT, *Superintendent.*
W. G. SHAW, *Auditor.*

Subscribed and sworn to before me,
this 30th day of August, 1892.

S. B. HALL, *Notary Public.*

ANNUAL REPORT
OF THE
BOSTON AND MAINE RAILROAD,
PASSUMPSIC DIVISION,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Boston and Maine Railroad, Passumpsic Division.

ORGANIZATION.

Names of Directors.	Post-Office-Address.	Date of Expiration of Term.
Frank Jones.....	Portsmouth, N. H.....	December 14, 1892.
David P. Kimball.....	Boston, Mass.....	
Jos. S. Ricker.....	Portland, Maine.....	
Richard Olney.....	Boston, Mass.....	
Wm. T. Hart.....	Boston, Mass.....	
A. W. Sulloway.....	Franklin, N. H.....	
Jos. H. White.....	Brookline, Mass.....	
Walter Hunnewell.....	Boston, Mass.....	
Geo. C. Haven.....	New York City.....	
Wm. C. Whitney.....	New York City.....	
Samuel C. Lawrence.....	Medford, Mass.....	
John W. Sanborn.....	Boston, Mass.....	
Dr. W. S. Webb.....	*New York City.....	

*In summer, Shelburne, Vt.

Date of last meeting of stockholders for election of directors, Dec. 9, 1891.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Boston, Mass.

OFFICERS.

Chairman of the Board—Frank Jones, Boston, Mass.

President—Frank Jones, Boston, Mass.

Corporation Clerk—Sigourney Butler, Boston, Mass.

Treasurer—Amos Blanchard, Boston, Mass.
 Assistant Treasurer—Herbert E. Fisher, Boston, Mass.
 General Auditor—W. J. Hobbs, Boston, Mass.
 Acting General Manager—John W. Sanborn, Boston, Mass.
 Chief Engineer—H. Bissell, Boston, Mass.
 General Superintendent—D. W. Sanborn, Boston, Mass.
 Division Superintendent—H. E. Folsom, Lyndonville, Vt.
 General Traffic Manager—W. F. Berry, Boston, Mass.
 General Passenger and Ticket Agent—D. J. Flanders, Boston, Mass.
 Assistant-General Passenger and Ticket Agent—Chas. E. Lord, Boston, Mass.
 General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Connecticut and Passumpsic Rivers Railroad.....	White River Jct., Vt....	Canada Line...	110.30
Massawippi Valley Railway.	Canada Line..	Lennoxville, P.Q.	34.75
Stanstead Branch.....	Stanstead Jct.	Stanstead and Derby Line..	2.00
Total			147.05

The Massawippi Valley Railway was leased to the Connecticut and Passumpsic Rivers Railroad.

The Connecticut and Passumpsic Rivers Railroad was leased to the Boston and Lowell Railroad Corporation.

The Boston and Lowell Railroad Corporation and leased lines were leased to the Boston and Maine Railroad as of April 1, 1887.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$995,317 54	
Less Operating Expenses.....	767,431 52	
Income from Operation.....		\$227,886 02
Miscellaneous Income, less Expenses....		11,985 20
Total Income.....		\$239,871 22
Taxes		20,453 55
Net Income.....		\$219,417 67

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Accounts of Repaym'ts Etc.	Actual Earnings.
Passenger :			
Passenger Revenue.....	\$347,905 21		
Tickets Redeemed.....		\$57 78	
Excess Fares Refunded.....		1,795 45	
Total Deductions.....		\$1,853 23	
Total Passenger Revenue...			\$346,051 98
Mail			25,375 75
Express.....			22,002 08
Extra Baggage and Storage.....			3,373 26
Total Passenger Earnings...			\$396,803 07
Freight :			
Freight Revenue.....	\$605,952 42		
Overcharge to Shippers.....		\$7,437 95	
Total Deductions		\$7,437 95	
Total Freight Revenue.....			\$598,514 47
Total Freight Earnings			\$598,514 47
Total Passenger and Freight Earnings.			\$995,317 54
Total Gross Earnings from Operation.....			\$995,317 54

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rents—Tenements, Lands, etc..	\$7,714 63	\$2,568 79	\$5,145 84
Interest, etc.....	6,839 36		6,839 36
Total.....	\$14,553 99	\$2,568 79	\$11,985 20

OPERATING EXPENSES.

Item.	Chargeable to Passenger. Traffic.	Chargeable to Freight Traffic.	Total.
Maintainance of Way and Structures:			
Repairs of Roadway.....	\$34,729 57	\$54,320 61	\$89,050 18
Renewals of Rails.....	6,399 78	10,009 93	16,409 71
Renewals of Ties.....	5,691 45	8,902 02	14,593 47
Repairs of Bridges and Culverts.	10,978 18	17,171 02	28,149 20
Repairs of Fences, Road Cross- ings, Signs and Cattle Guards.	2,256 73	3,529 76	5,786 49
Repairs of Buildings.....	12,495 13	19,543 68	32,038 81
Repairs of Docks and Wharves..	220 97		220 97
Repairs of Telegraph.....	47	74	1 21
Total.....	\$72,772 28	\$113,477 76	\$186,250 04
Maintenance of Equipment:			
Repairs and renewals of Loco- motives.....	\$11,266 22	\$17,621 53	\$28,887 75
Repairs and renewals of Pas- senger Cars.....	18,183 98		18,183 98
Repairs and renewals of Freight Cars.....		34,822 71	34,822 71
Shop Machinery, Tools, Etc.....	1,701 33	2,661 08	4,362 41
Other Expenses.....	40 97	64 07	105 04
Total.....	\$31,192 50	\$55,169 39	\$86,361 89
Conducting Transportation:			
Wages of Firemen, Enginemen and Round-housemen.....	\$25,315 39	\$ 43,621 79	\$ 68,937 18
Fuel for Locomotives.....	63,851 61	112,549 35	176,400 96
Water-supply for Locomotives..	375 09	586 69	962 78
All other supplies for Locomo- tives.....	1,893 31	2,961 32	4,854 63
Wages of other Trainmen.....	20,686 38	40,149 52	60,835 90
All other train supplies.....	1,563 00	5,417 49	6,980 49
Wages of Switchmen, Flagmen and Watchmen.....	4,025 75	6,296 68	10,322 43
Expense of Telegraph, including Train Dispatchers and Oper- ators.....	4,495 37	7,031 23	11,526 60

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting Transportation :			
Wages of Station Agents, Clerks, and Laborers.....	\$14,319 30	\$25,499 26	\$39,818 56
Station Supplies.....	4,058 11	1,027 10	5,085 21
Car Mileage.....	8,101 68	44,682 93	52,784 61
Loss and Damage.....	285 54	2,073 35	2,358 89
Injuries to Persons.	15,845 24	1,100 74	16,445 98
Other Expenses.....	300 44	60 94	361 38
Total.....	\$164,616 21	\$293,058 39	\$457,674 60
General Expenses :			
Salaries of Officers, }	\$5,279 59	\$8,059 94	\$13,339 53
Salaries of Clerks, }			
General Office Expenses and Supplies.....	415 95	609 86	1,025 81
Agencies, including Salaries and Rent, }	9,060 54	339 02	9,399 56
Advertising, }			
Commissions, }			
Insurance.....	1,890 16	2,956 41	4,846 57
Expense of Fast Freight Lines..		2,620 50	2,620 50
Legal Expenses.....	810 59	1,267 85	2,078 44
Stationery and Printing.....	2,017 77	1,624 12	3,641 89
Other General Expenses.....	77 00	115 69	192 69
Total.....	\$19,551 60	\$17,593 39	\$37,144 99
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures	\$72,772 28	\$113,477 76	\$186,250 04
Maintenance of Equipment.....	31,192 50	55,169 39	86,361 89
Conducting Transportation.....	164,616 21	293,058 39	457,674 60
General Expenses.....	19,551 60	17,593 39	37,144 99
Grand Total.....	\$288,132 59	\$479,298 93	\$767,431 52

Percentage of expenses to earnings, 77.10.

CONTRACTS, AGREEMENTS, ETC.

1. American Express Co., performing all through express service, also doing business between local points. Compensation based on weights carried.
2. Post-Office Department, United States and Canadian Governments. Compensation, based on space and car service furnished, is fixed by the governments.
3. Wagner Palace Car Company.
4. Through traffic arrangements with all railroad and steamship companies.
5. Western Union Telegraph Company.

EMPLOYEES AND SALARIES.

Class.	No.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers, }	8	2,593	\$9,643 32	\$3 71.9
General Clerks, }	31	10,176	13,848 36	1 36.1
Station Agents.....	32	9,960	13,737 12	1 37.9
Other Station men.....	43	13,764	36,739 20	2 66.9
Enginemen.....	46	13,596	21,443 04	1 57.7
Firemen.....	34	10,032	23,140 68	2 30.6
Conductors.....	73	21,780	33,785 88	1 55.1
Other Trainmen.....	31	9,468	20,807 64	2 19.8
Machinists and Foremen.....	72	19,416	35,014 80	1 80.3
Carpenters.....	60	18,458	29,698 08	1 60.9
Other Shopmen:.....	38	11,832	19,536 00	1 65.1
Section Foremen.....	119	31,848	36,494 64	1 14.6
Other Trackmen.....	20	6,900	8,268 00	1 19.8
Switchmen, Flagmen and Watchmen.	18	6,096	9,648 48	1 58.3
Telegraph Operators and Dispatchers.	166	45,036	66,673 20	1 48.0
All other Employees and Laborers. .				
Total.....	791	230,955	\$378,478 44	\$1 63.9
Distribution of Above:				
General Administration.....	8	2,593	\$9,643 32	\$3 71.9
Maintenance of Way and Structures.....	305	81,530	119,656 92	1 46.8
Maintenance of Equipment.....	156	47,388	76,791 60	1 62.0
Conducting Transportation.....	322	99,444	172,386 60	1 73.4
Total.....	791	230,955	\$378,478 44	\$1 63.9
Total—Passumpsc Division. .	866	255,632	\$404,715 84	\$1 58.3

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers car- ried earning revenue.....	409,125			
Number of passengers car- ried one mile.....	16,739,307			
Average distance carried. . .	40.915			
Total passenger revenue....		346,051	98	
Average amount received from each passenger.....			84	5.83
Average receipts per passen- ger per mile.....			02	0.67
Estimated cost of carrying each passenger one mile..			01	7.21
Total passenger earnings....		396,803	07	
Passenger earnings per mile of road.....		2,698	42	
Passenger earnings per train mile.....			91	4.89
Freight Traffic:				
Number of tons carried of freight earning revenue..	913,678			
Number of tons carried one mile.....	3,046,936			
Average distance haul of one ton.....	79.948			
Total freight revenue.....		598,514	47	
Average amount received for each ton of freight....			65	5.06
Average receipts per ton per mile.....				8.194
Estimated cost of carrying one ton one mile.....				6.56
Total freight earnings.....		598,514	44	
Freight earnings per mile of road.....		4,070	14	
Freight earnings per train mile.....			88	2.66
Passenger and Freight:				
Passenger and freight reve- nue.....		944,566	45	
Passenger and freight reve- nue per mile of road.....		6,423	43	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Class.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight earn- ings.....		995,317	54	
Passenger and freight earn- ings per mile of road.....		6,768	56	
Gross earnings from opera- tion.....		995,317	54	
Gross earnings from opera- tion per mile of road.....		6,768	56	
Expenses.....		767,431	52	
Expenses per mile of road..		5,218	84	
Train Mileage:				
Miles run by passenger trains.....	433,718			
Miles run by freight trains..	678,080			
Total Mileage Trains Earn- ing Revenue.....	1,111,798			
Miles run by switching trains	66,465			
Miles run by construction and other trains.....	24,414			
Grand Total Train Mileage	1,202,677			

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKES.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger.....	9	9	Westinghouse Automatic		
Freight.....	18	13	"		
Switching.....	1				
Total Locomotives.....	28	22			
Cars in Passenger Service:					
First-class Passenger Cars.....	16	16	Westinghouse Automatic	16	Miller.
Combination Passenger Cars.....	10	10	"	10	"
Parlor Cars.....	1	1	"	1	"
Baggage, Express and Postal Cars...	5	5	"	5	"
Total.....	32	32		32	
Cars in Freight Service:					
Box Cars.....	492				
Flat Cars.....	411				
Coal Cars.....	16				
Refrigerator Cars.....	5				
Total.....	924				
Cars in Company's Service:					
Derrick Cars.....	3				
Caboose Cars.....	18				
Other road Cars.....	1				
Total.....	22				
Grand Total Cars.....	978				

MILEAGE.

Line in Use.	Line Operated Under Lease.	Total Mileage Oper- ated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	147.05	147.05		147.05
Miles of yard track and sidings....	41.57	41.57	18.60	22.97
Total Mileage Operated (all tracks).....	188.62	188.62	18.60	170.02

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Steel Rails.
Vermont.....	110.30	110.30	110.30
Canada.....	36.75	36.75	36.75
Total Mileage Operated (single track).....	147.05	147.05	147.05

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Iron: Old.....	17	51 lbs.	\$19 00	Cedar.....	15,084	\$.30
Total Iron.....	17		\$19 00 18 00	Tamarack.....	2,112	.24
Steel: New.....	1,226	60 lbs.	30 50	Hemlock.....	51,845	.24
" Old.....	847	51 lbs.	25 00			
Total Steel.....	2,072			Total.....	68,991	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS. 2,000 lbs. per ton.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Anthracite	Bituminous	Hard.	Soft.			
Passenger.....							
Freight.....							
Switching.....							
Construction.....							
Total.....							
Average Cost at Distributing Point.....							
		40,676 ³¹⁶ / ₂₆₆₀		1,699 ¹ / ₄	41,525 ¹⁶⁸⁸ / ₂₆₆₀	1,202,677	69.05
		\$4.27		\$2.73	41,525 ¹⁶⁸⁸ / ₂₆₆₀	1,202,677	69.05

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.			
	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling ...		1		1
Falling from Trains and Engines.....	1		1	
Collisions.....		2		2
Total.....	1	3	1	3

Kind of Accident.	OTHERS.			
	TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
At Stations.....	2		2	
Other Causes.....	1	1	1	1
Total.....	3	1	3	1

OTHER CAUSES:

Employe of Canadian Pacific Railway, while walking on the track was struck by an engine and had his foot crushed.

Express agent at West Burke while standing on the track was run over and instantly killed.

CHARACTERISTICS OF ROAD.

*BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges:								Overhead Highway Crossings:			
Stone.....	2	50		20		30		Bridges.....	5	18	
Iron.....	4	453		19	6	373	4	Trestles.....	5	19	
Wooden.....	65	8,687		10		213	6	Total.....	10		
Total.....	71	4,190	11								
Trestles.....	27	3,218	1	17		448					

Gauge of all Track.—Four feet, eight and one-half inches. 147.05 miles.

*Number of bridges is based on length of 10 feet and upwards.

COMMONWEALTH OF MASSACHUSETTS, } ss :
County of Suffolk.

We, the undersigned, Frank Jones, President, and William J. Hobbs, Auditor, of the Boston and Maine Railroad, on our oath, do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

FRANK JONES, *President.*

WILLIAM J. HOBBS, *General Auditor.*

Subscribed and sworn to before me,
this 24th day of August, 1892.

C. E. A. BARTLETT,

Justice of the Peace.

ANNUAL REPORT
OF THE
BRISTOL RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Bristol Railroad Company.

Date of organization: July 3, 1890.

Organized under the Laws of Vermont by special charter, granted by the Legislature in 1882, amended in 1886.

ORGANIZATION.

Name of Directors.	Post Office Address.	Date of Expiration of Term.
Percival W. Clement...	Rutland, Vt.....	When Successors are Elected.
J. J. Ridley.....	Bristol, Vt.....	
Howard Clark.....	Lincoln, Vt.....	
E. T. Smith.....	Rutland, Vt.....	
E. B. Patterson.....	Bristol, Vt.....	
Charles M. Wilds.....	Middlebury, Vt.....	
H. G. Smith.....	Rutland, Vt.....	

Date of last meeting of stockholders for election of directors: June 14, 1892.

Post office address of general office: Rutland, Vt.

Post office address of operating office: Bristol, Vt.

OFFICERS.

Chairman of the Board—P. W. Clement, Pres., Rutland, Vt.

President—Percival W. Clement, Rutland, Vt.

Secretary—Chas. M. Wilds, Middlebury, Vt.

Treasurer—H. G. Smith, Rutland, Vt.

General Superintendent—R. S. Smith, Bristol, Vt.

PROPERTY OPERATED.

Bristol Railroad, extending from Bristol to New Haven Junction.
Miles of road, 6.26.

CAPITAL STOCK.

Par value of shares, \$100.00. Total amount issued and outstanding,
\$100,000.00.

FUNDED DEBT.

First Mortgage, issued July 1, 1891, and due July 1, 1892. The amount
of authorized issue, amount issued, and amount outstanding, \$100,000.00
in each case.

INTEREST.

Rate 4 per cent., payable January and July. The amount accrued and
amount matured during year, are each \$4,000.00.

RECAPITULATION OF FUNDED DEBT.

Class of debt, Mortgage Bonds. The amount issued and amount out-
standing are each \$100,000.00.

INTEREST.

The amount accrued and amount matured during year are each
\$4,000.00.

RECAPITULATION.

Account, total amount outstanding: Capital Stock and Bonds,
\$100,000.00 each.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVE-
MENTS.

Grand Total Cost Construction, Equipment, etc., \$200,000.00.

OPERATING EXPENSES, EMPLOYES AND SALARIES.

Not kept in separate accounts.

DESCRIPTION OF EQUIPMENT.

Equipped with 1 passenger locomotive, 1 combination passenger car
and 2 box cars. Total number, 4.

EXPLANATORY REMARKS.

The Bristol Railroad began operation January 5, 1892. Consequently
our report is not complete.

ANNUAL REPORT
OF THE
CENTRAL VERMONT RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Central Vermont Railroad Company.

Date of organization: May 27, 1873.

Organized under the laws of the State of Vermont, Act No. 204, approved November 23, 1872.

Original corporation: The Vermont Central Railroad Company, chartered October 31, 1843; Act No. —.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Edward C. Smith.....	St. Albans, Vt.....	September 14, 1892.
J. R. Langdon.....	Montpelier, Vt.....	
B. P. Cheney.....	Boston, Mass.....	
W. H. H. Bingham.....	Montpelier, Vt.....	
L. J. Seargeant.....	Montreal, P. Q.....	
Robert Wright.....	Montreal, P. Q.....	
B. B. Smalley.....	Burlington, Vt.....	
F. S. Stranahan.....	St. Albans, Vt.....	
W. Seward Webb.....	New York, N. Y.....	
John Bell.....	Belleville, Ont.....	
Robert Coit.....	New London, Conn.....	

Date of last meeting of stockholders for election of directors: September 12, 1891.

Post-office address of general office: St. Albans, Vt.

Post-office address of operating office: St. Albans, Vt.

OFFICERS.

President—E. C. Smith, St. Albans, Vt.

First Vice-President—J. R. Langdon, Montpelier, Vt.

Clerk—G. T. Childs, St. Albans, Vt.

Treasurer—D. D. Ranlett, St. Albans, Vt.

Cashier—W. H. Chaffee, St. Albans, Vt.

General Solicitor—B. F. Fifield, Montpelier, Vt.

Assistant to the President—J. M. Foss, St. Albans, Vt.

General Auditor—M. M. Reynolds, St. Albans, Vt.

General Superintendent—F. W. Baldwin, St. Albans, Vt.

Division Superintendent—J. Burdett, Rutland, Vt.

Division Superintendent—T. M. Deal, St. Albans, Vt.

Superintendent of Telegraph—M. Magiff, St. Albans, Vt.

Traffic Manager—L. A. Emerson, St. Albans, Vt.

General Freight Agent—E. A. Chittenden, St. Albans, Vt.

Assistant General Freight Agent—Geo. Cassidy, St. Albans, Vt.

General Passenger Agent—S. W. Cummings, St. Albans, Vt.

General Baggage Agent—H. Brainerd, St. Albans, Vt.

Superintendent of Motive Power—W. J. Robertson, St. Albans, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Consolidated Railroad of Vermont.....	Windsor.....	Province Line..... { Rouse's Point.....	11 158.4	169.4
Consolidated Railroad of Vermont.....	Burlington.....	Essex Junction.....	8	
Consolidated Railroad of Vermont.....	Montpelier Junction.....	Montpelier.....	1.4	22.9
Montpelier and White River.....	Montpelier.....	Williamstown.....	13.5	
Rutland.....	Bellows Falls.....	Burlington.....	119.7	246.3
Adison County.....	Leicester Junction.....	Ticonderoga.....	15.6	
Vermont and Massachusetts.....	Miller's Falls.....	Brattleboro.....	21	
Brattleboro and Whitehall.....	Brattleboro.....	South Londonderry ..	36	
Missisquoi Valley.....	St. Albans.....	Richford.....	28	
Burlington and Lamoille Valley.....	Essex Junction.....	Cambridge Junction..	26	
Total.....				438.6

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.....	\$100 00	\$1,000,000 00	\$1,000,000 00
Total.....	\$100 00	\$1,000,000 00	\$1,000,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash: Common.....	10,000	\$1,000,000 00
Total.....	10,000	\$1,000,000 00

Dividends declared during year: None.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Bills Receivable.....	\$16,715 07
Due from Agents.....	190,442 90
Net Traffic Balances due from other Companies.....	481,838 75
Due from Solvent Companies and Individuals.....	341,148 53
Other Cash Assets (Excluding "Materials and Supplies")*	367,902 94
Balance—Current Liabilities.....	1,421,669 53
Total.....	\$2,819,717 73

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$1,259,359 39
Audited Vouchers and Accounts.....	442,052 08
Wages and Salaries.....	155,857 54
Net Traffic Balances due to other Companies.....	644,096 79
Dividends not called for.....	43,400 00
Matured Interest Coupons unpaid †.....	267,127 00
Rentals due July 1.....	7,824 93
Total.....	\$2,819,717 73

* Materials and Supplies on hand, \$216,180.01.

† Including Coupons due July 1.

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportionment to Railroads.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00
Total.....	\$1,000,000 00	\$1,000,000 00

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$3,093,636 33	
Less Operating Expenses.....	2,189,162 18	
Income from Operation.....		\$904,474 15
Interest on Bonds Owned.....	\$14,200 00	
Income from Other Sources.....		14,200 00
Total Income.....		\$918,674 15
Deductions from Income:		
Interest on Interest-Bearing Current Liabilities, accrued, not otherwise provided for..	\$ 66,716 27	
Rents.....	791,694 40	
Taxes.....	60,415 45	
Total Deductions from Income.....		\$918,826 12
Deficit.....		\$151 97
Deficit from Operations of Year Ending June 30, 1892.....		\$ 151 97
Deficit on June 30, 1891.....		33,989 80
Deficit on June 30, 1892.....		\$34,141 77

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Passenger :			
Passenger Revenue.....	\$947,834 44		
Less Repayments :			
Tickets Redeemed.....		\$1,785 33	
Excess Fares Refunded...		1,654 72	
Total Deductions.....		\$3,440 55	
Total Passenger Revenue.			\$944,348 89
Mail	\$69,722 51		
Express	39,500 06		
Extra Baggage and Storage...	12,031 71		121,254 28
Total Passenger Earnings.			\$1,065,648 17
Freight :			
Freight Revenue.....	2,071,267 07		
Less Repayments :			
Overcharge to Shippers...		\$43,278 91	
Total Deductions.....			\$43,278 91
Total Freight Revenue....			\$2,027,988 16
Total Freight Earnings...			\$2,027,988 16
Total Passenger and Freight Earnings.....			\$3,093,636 33
Total Gross Earnings from Operation			\$3,093,636 33

STOCKS OWNED.

Name.	Total Par Value.	Valuation.
Montpelier and White River Co.....	\$500,000 00	\$68,900 00
Grand Isle Steamboat Co.....	10,000 00	10,000 00
Ogdensburg Transit Co.....	405,000 00	167,873 00
Ogdensburg and Lake Champlain Co.....	1,600,000 00	\$25,000 00
Preferred Stock C. V. R. R. Co.....	2,160 00	2,160 00
Total.....	\$2,517,600 00	\$673,933 00

BONDS OWNED.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.
Stanstead, Shefford and Chambly.....	\$475,336 67		None.
Consolidated Railroad of Vermont, Bonds on hand.....	161,600 00	5 %	"
Ogdensburg Transit Co.....	170,000 00	6 %	\$10,200 00
Saratoga and St. Lawrence.....	35,000 00	5 %	1,750 00
Canada Atlantic.....	18,000 00	5 %	900 00
Williamstown.....	30,000 00	4½ %	1,350 00
Total.....	\$889,936 67		\$14,200 00

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic. 39%	Chargeable to Freight Traffic. 39%	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$90,432 31	\$141,445 41	\$231,877 72
Repairs of Bridges and Culverts	19,640 74	30,720 12	50,360 86
Repairs of Fences, Road-cross- ings, Signs and Cattle-Guards	3,006 20	4,702 01	7,708 21
Repairs of Buildings.....	12,039 22	18,830 57	30,869 79
Other Expenses.....	234 00	366 00	600 00
Total	\$125,352 47	\$196,064 11	\$321,416 58

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic. 39%	Chargeable to Freight Traffic. 39%	Total.
Maintenance of Equipment:			
Repairs and Renewals of Locomotives.....	\$41,511 25	\$64,927 86	\$106,439 11
Repairs and Renewals of Passenger Cars.....	52,384 47		52,384 47
Repairs and Renewals of Freight Cars.....		122,114 66	122,114 66
Shop Machinery, Tools, Etc.	8,831 06	13,812 68	22,643 74
Total	\$102,726 78	\$200,855 20	\$303,581 98
Conducting Transportation:			
Wages of Enginemen, Firemen and Roundhouse men	\$ 83,728 28	\$130,959 61	\$214,687 89
Fuel for Locomotives.....	187,837 12	293,796 52	481,633 64
Water Supply for Locomotives	4,226 94	6,611 36	10,838 30
All Other Supplies for Locomotives.....	5,023 36	7,857 04	12,880 40
Wages of Other Trainmen.	75,785 03	118,535 56	194,320 59
All Other Train Supplies..	8,017 39	12,540 02	20,557 41
Wages of Switchmen, Flagmen and Watchmen.....	11,281 34	17,645 18	28,926 52
Expense of Telegraph, including Train Dispatchers and Operators.....	11,073 88	17,320 69	28,394 57
Wages of Station Agents, Clerks and Laborers....	49,152 37	76,879 35	126,031 72
Station Supplies.....	9,932 52	15,535 48	25,468 00
Car Mileage—Balance.....		155,735 46	155,735 46
Loss and Damage.....		6,984 91	6,984 91
Injuries to Persons	4,582 64	7,167 71	11,750 35
Other Expenses.....	1,335 15	2,088 31	3,423 46
Total	\$451,976 02	\$869,657 20	\$1,321,633 22
General Expenses:			
Salaries of Officers.....	\$51,554 89	\$80,637 13	\$132,192 02
General Office Expenses and Supplies.....	532 49	832 86	1,365 35
Agencies, including Salaries and Rents.....	17,203 66	26,908 28	44,111 94
Advertising.....	766 18	1,198 39	1,964 57
Insurance.....	4,668 18	7,301 51	11,969 69

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic. 39 per cent.	Chargeable to Freight Traffic. 39 per cent.	Total.
General Expenses:			
Legal Expenses.....	\$6,319 49	\$9,884 34	\$16,203 83
Stationery and Printing...	13,380 49	20,928 47	34,308 96
Other General Expenses..	161 48	252 56	414 04
Total.....	\$94,586 86	\$147,943 54	\$242,530 40
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$125,352 47	\$196,064 11	\$321,416 58
Maintenance of Equipment	102,726 78	200,855 20	303,581 98
Conducting Transportation	451,976 02	869,657 20	1,321,633 22
General Expenses.....	94,586 86	147,943 54	242,530 40
Grand Total.....	\$774,642 13	\$1,414,520 05	\$2,189,162 18

RENTALS PAID.

Name of Road.	Cash.	Total.
Rutland and Addison County.....	\$350,294 40	\$350,294 40
Vermont and Massachusetts.....	39,000 00	39,000 00
Brattleboro and Whitehall.....	12,000 00	12,000 00
Missisquoi Valley.....	20,200 00	20,200 00
Burlington and Lamoille Valley.....	20,200 00	20,200 00
Consolidated of Vermont.....	350,000 00	350,000 00
Total.....	\$791,694 40	\$791,694 40

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		Assets.	June 30, 1892.		Year Ending June 30, 1892. Increase.
Item.	Total.		Item.	Total.	
	\$673,933 50	Stocks of other Companies Owned.....		\$673,933 50	\$5,000 00
	884,936 67	Bonds of other Companies Owned.....		884,936 67	752,722 74
	645,325 45	Cash and Current Assets.....		1,398,048 19	
		Other Assets:			
\$223,385 53		Materials and Supplies.....	\$216,180 01		
		Sundry Ledger Accounts not closed as assets.....	607,477 58	823,657 59	87,116 70
513,155 36	736,540 89				
	33,989 80	Profit and Loss.....		34,141 77	151 97
	\$2,974,726 31	Grand Total.....		\$3,819,717 72	\$844,991 41

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892. Increase.
\$1,000,000 00	Capital Stock.....	\$1,000,000 00	
1,974,726 31	Current Liabilities.....	2,819,717 72	\$844,991 41
\$2,974,726 31	Grand Total.....	\$3,819,717 72	\$844,991 41

CONTRACTS, AGREEMENTS, Etc.

1. *Express Companies.*

United States and Canada.....	\$33,000 00
National.....	6,500 00

2. *Mails.*

The United States Government pay as compensation over the roads embraced in this report.....	69,339 96
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3. *Wagner Cars.*

The Central Vermont Railroad Company pay 2c. per mile service. The receipts of the cars are taken by the Wagner Company.

4. *Freight Transportation Company's Cars.*

The Central Vermont Railroad Company pay at the rate of $\frac{3}{4}$ c. and 1c. per mile.

EMPLOYES AND SALARIES.

Class.	Num- ber. /	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	29	\$81,248 53	\$8 95
General Office Clerks.....	162	102,699 52	2 03
Station Agents.....	288	118,406 51	1 31
Other Station Men.....	36	16,915 22	1 50
Enginemen.....	169	130,488 80	2 47
Firemen.....	182	74,910 24	1 31
Conductors.....	137	84,576 08	1 97
Other Trainmen.....	340	151,028 71	1 42
Machinists.....	216	111,157 13	1 64

EMPLOYES AND SALARIES—*Continued.*

Class.	Num-ber.	Total Yearly Compensation.	Average Daily Compensation.
Carpenters.....	219	\$96,658 38	\$1 41
Other Shopmen.....	106	57,995 02	1 75
Section Foremen.....	99	38,663 35	1 25
Other Trackmen.....	246	93,006 60	1 21
Switchmen, Flagmen and Watchmen..	48	20,539 90	1 37
Telegraph Operators and Dispatchers.	32	18,123 44	1 81
All other Employes and Laborers.....	392	93,060 76	76
Total (Including "General Officers")	2,701	\$1,289,478 19	
Less "General Officers".....	29	81,248 53	
Total (Excluding "General Officers")	2,672	\$1,208,229 66	
Distribution of Above :			
General Administration.....	191	\$183,948 05	
Maintenance of Way and Structures.	345	131,669 95	
Maintenance of Equipment.....	541	265,810 53	
Conducting Transportation.....	1,624	708,049 66	
Total (Including "General Officers")			
—Vermont.....	2,701	\$1,289,478 19	
Less "General Officers".....	29	81,248 53	
Total (Excluding "General Officers")			
—Vermont.....	2,672	\$1,208,229 66	
Total (Including "General Officers")			
Entire Line.....	2,701	1,289,478 19	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	1,497,232			
Number of passengers carried one mile.....	43,779,199			
Average distance carried.....	29. ²⁴ / ₁₀₀			
Total passenger revenue.....		944,393	89	
Average amount received from each passenger.....			63	
Average receipts per passen- ger per mile.....			02	1
Estimated cost of carrying each passenger one mile....			01	7
Total passenger earnings.....		1,065,648	17	
Passenger earnings per mile of road.....		2,429	66	
Passenger earnings per train mile.....			88	7
Freight Traffic:				
Total freight revenue.....		2,027,988	16	
Total freight earnings.....		2,027,988	16	
Freight earnings per mile of road.....		4,623	77	
Freight earnings per train mile.....		1	09	
Passenger and Freight:				
Passenger and freight reve- nue.....		2,972,382	05	
Passenger and freight revenue per mile of road.....		6,776	97	
Passenger and freight earn- ings.....		3,083,636	33	
Passenger and freight earn- ings per mile of road.....		7,053	43	
Gross earnings from opera- tion.....		3,093,636	33	
Gross earnings from opera- tion per mile of road.....		7,053	43	
Expenses.....		2,189,162	18	
Expenses per mile of road....		4,991	25	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Train Mileage :				
Miles run by passenger trains.	1,200,415			
Miles run by freight trains...	1,860,326			
Total mileage trains earning revenue	3,060,741			
Miles run by switching trains.	770,771			
Miles run by construction and other trains.....	142,663			
Grand total train mileage.....	3,974,175			

The figures for the Freight Traffic portion of this table will be furnished as soon as our tonnage statistics are completed.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	5	56	56	Westinghouse.		
Freight.....	4	72	92	"		
Switching.....	1	8	1			
Total Locomotives.....	10	136	89			
Cars in Passenger Service:						
First class Passenger Cars.....	14	71				
Combination Passenger Cars.....		16				
Baggage, Express and Postal Cars.....	4	36				
Other Cars in Passenger Service.....		2				
Total.....	18	125	125	Westinghouse.	125	Miller.
Cars in Freight Service:						
Box Cars.....	275	1,576				
Flat Cars.....	225	662				
Stock Cars.....		84				
Coal Cars.....	20	209				
Refrigerator Cars.....		22				
Other Cars.....		17				
Total.....	520	2,570	152	Westinghouse.	1,936	Stafford.

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service:						
Gravel Cars.....		18				
Derrick Cars.....		8				
Caboose Cars.....		70				
Other road Cars.....		29				
Total.....		135				
Cars contributed to Fast Freight Line Service.....		34				
Total Cars Owned.....		2,854				
Cars Leased:						
C. V. and C. M. and St. P.....		975				
Ogdensburg Car Company.....		500				
C. V. and R. W. and Ogdensburg. \		500				
		1,975				
Grand Total Cars.....		4,829				

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	438.6	438.6	56.7	381.9
Miles of yard track and sidings.....	110.7	110.7	90.7	20
Total Mileage Operated (all tracks)	549.3	549.3	147.4	401.9

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated Under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.	
			Iron.	Steel.
Vermont.....	537.55	537.55	145.65	390.9
Massachusetts.....	11.75	11.75	.75	11
Total Mileage Operated (single track).....	549.3	549.3	147.4	401.9

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			* NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Average Price at Distribut'g Point.	Kind.	Num- ber.	Average Price at Distribut'g Point.
Steel.....	1,059½	\$32 00*	Tamarack . . .	62,151	32c.
			Hemlock.....	80,858	27c.
Total Steel....	1,059½	\$32 00	Total.....	143,009	

* Including Freight.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— TONS.	WOOD— CORDS.	Total Fuel Consumed —Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
	Bituminous.	Hard.			
Passenger.....	42,014	4,083	44,702	1,200,415	74 lbs.
Freight.....	65,107	6,250	69,273	1,860,326	
Switching.....	26,850	2,577	28,570	770,771	
Construction...	5,147	495	5,476	142,663	
Total.....	139,118	13,355	148,021	3,974,175	

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.				
	TRAINMEN.		OTHER EMPLOYEES	TOTAL.	
	Killed	Injured	Injured	Killed	Injured
Coupling and Uncoupling..	1	27		1	37
Falling from Trains and Engines.....	1	18		1	19
Overhead Obstructions....	3	2		3	2
Collisions.....		2			2
At Stations.....	1	13	4	1	18
Total.....	6	62	4	6	78

Kind of Accident.	OTHERS.					
	PASSENGERS.		TRESPASSING.		TOTAL.	
	Killed	Injured	Killed	Injured	Killed	Injured
Collisions.....		1				1
Deraillments.....				1		1
Other train Accidents	1	4		6	1	4
At highway crossings				3	5	6
At Stations.....	1	3	4			6
Total.....	2	8	4	10	6	18

Switchmen, Flagmen and Watchmen Injured—Coupling and uncoupling, 10; falling from trains and engines, 1; at stations, 1.

CHARACTERISTICS OF ROAD—*Continued.**Bridges :*

Number Stone.....	16
Number Iron.....	13
Number Wooden.....	308
Number Combination.....	1
Total.....	338

Tunnels :

Number.....	1
Minimum length.....	340 feet
Maximum length.....	432 "

Gauge of Track—4 feet, 8½ inches on 402 $\frac{4}{10}$ miles; 3 feet on 36 miles.

Telegraph—Owned and operated by this company, 393 miles of line; 167 and 444 miles of wire.

Owned by Western Union Telegraph Company and operated by Central Vermont Railroad Company, 393 miles of line, 444 miles of wire.

STATE OF VERMONT, }
County of Franklin. } ss:

We, the undersigned, E. C. Smith, President, and M. M. Reynolds, General Auditor, of the Central Vermont Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. C. SMITH, *President.*

M. M. REYNOLDS, *General Auditor.*

Subscribed and sworn to before me,
this 16th day of September, 1892.

C. L. PIERCE, *Notary Public.*

ANNUAL REPORT
OF THE
CLARENDON AND PITTSFORD RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Clarendon and Pittsford Railroad Company.

Date of organization: Sept. 10, 1885.

Organized under General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. D. Proctor.....	Proctor, Vt.....	September 12, 1892.
F. C. Partridge.....	Proctor, Vt.....	
Redfield Proctor.....	Proctor, Vt.....	
Geo. Briggs.....	Brandon, Vt.....	
S. A. Howard.....	Rutland, Vt.....	
W. R. Page.....	Rutland, Vt.....	
E. R. Morse.....	Proctor, Vt.....	

Total number stockholders at date of last election: seven.

Date of last meeting of stockholders for election of directors: Annual, Sept. 14, 1891; Special, January 25, 1892.

Post-office address of general office: Proctor, Vt.

Post-office address of operating office: Proctor, Vt.

OFFICERS.

President—F. D. Proctor, Proctor, Vt.
 Vice-President—F. C. Partridge, Proctor, Vt.
 Secretary and Treasurer—E. R. Morse, Proctor, Vt.
 General Superintendent—George C. Robinson, West Rutland, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Clarendon & Pittsford..	Proctor, Vt....	W. Rutland, Vt.	10.00
Pittsford & Rutland, } operated under lease }	Center Rutland Vermont.	Rutland, Vt....	1.78
Total.....			11.78

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Out- standing.
Capital Stock: .				
Common....	600	\$100 00	\$120,000 00	\$60,000 00
Total.....	600	\$100 00	\$120,000 00	\$60,000 00
Manner of Payment for Capital Stock.			Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash: Common.....			600	\$6,000 00
Total.....			600	\$6,000 00

10 per cent. paid in. No Dividends declared during year.
 No Funded Debt.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$ 4,309 19	Loans and Bills Payable.....	\$147,071 39
Balance—Current Liabilities.....	142,762 20		
Total.....	\$147,071 39	Total.....	\$147,071 39

RECAPITULATION.

FOR MILEAGE OWNED AND OPERATED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Miles.	Amount per Mile of Road
Capital Stock, 10 per cent paid in.....	\$60,000 00	\$60,000 00	11.78	\$5,093 38
Total.....	\$60,000 00	\$60,000 00	11.78	\$5,093 38

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Clarendon and Pittsford	\$60,000	\$147,071 39	\$207,071 39	11.78	\$17,572 43
Total.....	\$60,000	\$147,071 39	\$207,071 39	11.78	\$17,572 43

COST OF ROAD, EQUIPMENT, AND. PERMANENT
IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
Construction:			
Right of Way.....	\$ 5,946 08	\$ 5,946 08	\$ 504 76
Other Real Estate.....			
Fences.....			
Grading and Bridge and Cul- vert Masonry.....			
Bridges and Trestles.....			
Rails.....			
Ties.....			
Other Superstructure.....			
Buildings, Furniture and Fix- tures.....			
Shop Machinery and Tools....			
Engineering Expenses.....	100,907 40	150,860 35	12,806 48
Interest during Construction..			
Discount on Securities Sold for Construction.....			
Telegraph Line.....			
Wharfing, etc.....			
Sidings and Yard Extensions..			
Terminal Facilities and Ele- vators.....			
Road built by contract.....			
Purchase of constructed road			
Other items.....			
Total Construction.....	\$115,853 48	\$156,806 43	\$13,311 24
Equipment:			
Locomotives.....	16,085 00	16,085 00	
Combination Cars.....	7,019 43	8,000 00	
Total Equipment.....	\$ 23,104 43	\$ 24,085 00	
Total Cost Construction, Equip- ment, etc., State of Vermont..	\$138,957 91	\$180,891 43	

Total Cost of Construction, less Right of Way, impossible to sub-
divide.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$46,415 88	
Less Operating Expenses.....	40,554 16	
Income from Operation.....		\$5,861 72
Deductions from Income:		
Interest on Interest-Bearing Current Liabilities		
Accrued, not otherwise provided for.....	\$8,824 28	
Taxes	1,100 39	
Total Deductions from Income.....		\$9,924 67
Deficit.....		\$4,062 95
Deficit from Operations of year ending June 30, 1892		\$4,062 95

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Freight:			
Freight Revenue.....	\$42,815 88		
Overcharge to Shippers.....		\$27 00	
Total Freight Revenue....			\$42,788 88
Total Freight Earnings...			\$42,788 88
Other Earnings from Operation:			
Switching charges.....	3,600 00		\$3,600 00
Total Gross Earnings from Oper- ation—Vermont			\$46,388 88

OPERATING EXPENSES.

Item.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :		
Repairs of Roadway.....	\$1,000 00	
Renewals of Rails.....	5,000 00	
Renewals of Ties.....	500 00	
Repairs of Buildings.....	10 00	
Total.....		\$6,510 00
Maintenance of Equipment :		
Repairs and Renewals of Locomotives.....	25 00	
Repairs and Renewals of Freight Cars.....	5,461 16	
Shop Machinery, Tools, etc.....	2,000 00	
Total.....		\$7,486 16
Conducting Transportation :		
Wages of Enginemen, Firemen and Round- housemen.....	2,980 00	
Fuel for Locomotives.....	7,000 00	
All other Supplies for Locomotives.....	50 00	
Wages of other Trainmen.....	2,472 00	
All other Train Supplies.....	100 00	
Wages of Station Agents, Clerks and Labor- ers.....	4,624 00	
Switching Charges—Balance.....	2,500 00	
Injuries to Persons.....	1,000 00	
Total.....		\$20,726 00
General Expenses :		
Salaries of Officers.....	200 00	
Salaries of Clerks.....	400 00	
General Office Expenses and Supplies.....	800 00	
Stationery and Printing.....	200 00	
Other General Expenses.....	4,232 00	
Total.....		\$5,832 00
Grand Total.....		\$40,554 16
Recapitulation of Expenses :		
Operating Expenses—State of Vermont :		
Maintenance of Way and Structures.....	6,510 00	
Maintenance of Equipment.....	7,486 16	
Conducting Transportation.....	20,726 00	
General Expenses.....	5,832 00	
Total.....		\$40,554 16

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Item.	Assets.	June 30, 1892. Item.	Year End- ing June 30, 1892. Increase.
\$115,853 48	Cost of Road.....	\$156,806 43	\$40,952 95
23,104 43	Cost of Equipment.....	24,085 00	980 57
3,296 45	Cash and Current Assets.....	4,309 19	1,012 74
\$142,254 36	Grand Total.....	\$185,200 62	\$42,946 26
June 30, 1891. Item.	Liabilities.	June 30, 1892. Item.	Year End- ing June 30, 1892. Increase.
\$ 6,000 00	Capital Stock.....	\$ 6,000 00	
135,509 52	Current Liabilities.....	147,071 39	\$11,561 87
744 84	Profit and Loss.....	32,129 23	31,384 39
\$142,254 36	Grand Total.....	\$185,200 62	\$42,946 26

Important changes during the year :

Track extended .53 miles at north end.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	1	313	\$ 200 00	\$ 64
General Office Clerks.....	1	313	400 00	1 28
Station Agents.....	3			
Other Station Men.....	3	939	828 00	88
Enginemen.....	3	939	1,980 00	2 11
Firemen.....	3	939	1,000 00	1 06
Conductors.....	1	313	492 00	1 57
Other Trainmen.....	5	1,565	1,980 00	1 26

EMPLOYEES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Carpenters.....	1	313	\$400 00	\$1 28
Section Foremen.....	1	313	500 00	1 60
Other Trackmen.....	8	2,504	2,496 00	99
Total.....	30	8,451	\$10,276 00	\$1 22
Less "General Officers".	1	313	200 00	64
Total.....	29	8,138	\$10,076 00	\$1 24
Distribution of Above:				
General Administration..	2	626	600 00	96
Maintenance of Way, and Structures.....	10	3,130	3,396 00	1 08
Conducting Transportati'n	18	4,695	6,280 00	1 34
Total.....	30	8,451	\$10,276 00	1 22
Less "General Officers".	1	313	200 00	64
Total.....	29	8,138	\$10,076 00	\$1 24

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Freight Traffic:				
Number of tons carried of freight earning revenue.....	97,332			
Number of tons carried one mile.....	437,994			
Average distance haul of one ton.....	4.50			
Total Freight Revenue.....		42,815	88	
Average amount received for each ton of freight.....			44	
Average receipts per ton per mile.....				9.78
Total Freight Earnings.....		42,815	88	
Freight Earnings per mile of road.....		3,634	62	

Impossible to say what Train Mileage is.

(6A)

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain.....	6,500			06.76
Flour.....	400			00.41
Products of Mines:				
Anthracite Coal.....	9,500			09.75
Bituminous Coal.....	1,452			01.47
Stone, Sand and other like articles.....	7,952			08.15
Marble.....	69,523			71.42
Products of Forests:				
Lumber.....	70			00.07
Other Woods.....	75			00.07
Manufactures:				
Petroleum and other Oils.....	12			00.01
Cement, Brick and Lime.....	40			00.04
Merchandise.....	800			00.82
Miscellaneous: Other commodities not mentioned above.....	1,008			01.03
Total Tonnage—Vermont...	97,332			100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.	
			No.	Kind.
Locomotives:				
Freight.....		3	3	Regular.
Total.....		3	3	
Cars in Passenger Service:				
Combination Passenger Cars....		1	1	Ordinary.
Total.....		1	1	
Cars in Freight Service:.....				
Flat Cars.....		113	113	Ordinary.
Other Cars.....		1	1	
Total.....		114	114	
Grand Total Cars.....		115	115	

MILEAGE.

Miles of single track, main line, 10.00 miles; branches and spurs, 2.53. Operated under lease, 1.78 miles; side tracks, .52 miles. Total mileage operated, 14.83 miles.

Consumption of Fuel by Locomotives: Estimated at 6,000.00 pounds Bituminous Coal.

Accidents to Employees: One trainman and one switchman killed.

CHARACTERISTICS OF ROAD.

Bridges:

Number Iron.....	5
Aggregate length.....	328 feet, 2 inches
Minimum length.....	24 feet
Maximum length.....	167 feet, 9 inches

Overhead Railway Crossings:

Number Bridges.....	1
Height of lowest above surface of rail.....	14 feet, 2 inches

Gauge of Track: 4 feet, 8½ inches; 10 miles.

STATE OF VERMONT, }
County of Rutland. } ss.

We, the undersigned, Fletcher D. Proctor, President, and E. R. Morse, Treasurer, of the Clarendon and Pittsford Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

FLETCHER D. PROCTOR, *President.*

E. R. MORSE, *Treasurer.*

Subscribed and sworn to before me
this 29th day of July, 1892.

E. F. HOLBROOK,

Notary Public.

ANNUAL REPORT
OF THE
RENSSELAER & SARATOGA RAILROAD,
LEASED BY THE
DELAWARE & HUDSON CANAL COMPANY,
FOR THE YEAR ENDING JUNE 30th, 1892.

HISTORY.

Name of common carrier making this report: Rensselaer and Saratoga Railroad by the Delaware and Hudson Canal Company, Lessee.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Le G. B. Cannon.....	New York City.....	Second Tuesday in May, 1893.
James Roosevelt.....	Hyde Park, N. Y.....	
Robert M. Olyphant...	New York City.....	
Benjamin H. Bristow..	" " "	
R. Suydam Grant.....	" " "	
Wm. H. Tillinghast....	" " "	
Alfred Van Santvoord..	" " "	
James A. Roosevelt....	" " "	
Alexander E. Orr.....	" " "	
Oliver P. C. Billings...	" " "	
Samuel Spencer.....	" " "	
Cornelius Vanderbilt..	" " "	
Chauncey M. Depew...	" " "	

Total number of stockholders at date of last election: 2,530.

Date of last meeting of stockholders for election of directors: May 10, 1892.

Post-office address of general office: New York City.

Post-office address of operating office: Albany, N. Y.

OFFICERS.

President—R. M. Olyphant, New York City.
 First Vice-President—Le Grand B. Cannon, New York City.
 Second Vice-President—Horace G. Young, Albany, N. Y.
 Secretary—F. M. Olyphant, New York City.
 Treasurer—Chas. A. Walker, New York City.
 Attorney or General Counsel—Edwin Young, Albany, N. Y.
 Comptroller—Chas. A. Walker, New York City.
 Auditor—S. T. S. Henry, New York City.
 Chief Engineer—A. J. Swift, Albany, N. Y.
 Superintendent—C. D. Hammond, Albany, N. Y.
 Division Superintendent—H. C. North, Albany, N. Y.
 Superintendent of Machinery—R. C. Blackall, Albany, N. Y.
 Superintendent of Telegraph—J. W. Burdick, Albany, N. Y.
 General Freight Agent—James Calhoun, Albany, N. Y.
 Assistant General Freight Agent—Paul Wadsworth, Albany, N. Y.
 General Passenger Agent—J. W. Burdick, Albany, N. Y.
 General Ticket Agent—J. W. Burdick, Albany, N. Y.
 General Baggage Agent—C. S. Pease, Albany, N. Y.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for each Class of Roads Named.
	From	To		
Rensselaer and Saratoga.....	Troy.....	Ballston.....	25.48	
West Troy and Green Island....	West Troy....	Green Island...	1.08	
Albany & Vermont.	Albany.....	Waterford Junc.	12.18	
Saratoga & Schenectady.....	Schenectady..	Saratoga.....	21.65	
Glens Falls R. R....	Fort Edward..	Caldwell.....	15.12	
Saratoga & Whitehall.....	Saratoga.....	State Line....	47.02	
Rutland & Whitehall.....	Rutland.....	Castleton.....	6.83	
Rutland & Washington.....	Eagle Bridge..	Rutland.....	62.44	191.80

Total property operated: 191.80 miles.

This road leases and operates the Troy Toll bridge over the Hudson River at Troy, New York. Business, tolls.

CURRENT ASSETS AND LIABILITIES.

Materials and supplies on hand, \$557,134.14.

RECAPITULATION.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Amount per Mile of Road. Miles.
Rensselaer and Saratoga.....	25.48
West Troy and Green Island.....	1.08
Saratoga and Schenectady.....	21.65
Glens Falls Railroad.....	15.12
Saratoga and Whitehall.....	47.02
Rutland and Whitehall.....	6.83
Rutland and Washington.....	62.44
Albany and Vermont.....	12.18

Miles of Road, 191.80.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during Year Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction:			
Right of Way.....	\$1,198 40		\$1,198 40
Other Real Estate.....	4,688 25		4,688 25
Grading and Bridge and Culvert Masonry.....	27,222 38		27,222 38
Bridges and Trestles.....	44,408 06		44,408 06
Rails.....	6,779 40		6,779 40
Ties.....	3,184 95		3,184 95
Other Superstructure.....	12,938 93		12,938 93
Buildings, Furniture and Fixtures, Cr...	300 00		300 00
Total Construction.....	\$100,120 37		\$100,120 37

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
	Charged to Construction or Equipment.		
Equipment:			
Locomotives	\$91,614 96	\$620,517 72	\$712,132 68
Passenger Cars.....	35,465 08	387,714 23	423,179 31
Baggage, Express and Postal Cars.....	18,114 17	26,703 44	44,817 61
Freight Cars.....	3,348 35	1,199,100 30	1,202,457 65
Total Equipment.....	\$148,542 56	\$2,234,044 69	\$2,382,587 25
Grand Total Cost Con- struction, Equipment, Etc	\$248,662 93	\$2,334,044 69	\$2,482,707 62

Cost per Mile, \$12,944.00.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$2,563,732 15	
Less Operating Expenses.....	1,646,732 95	
Income from Operation.....		\$916,999 20
Miscellaneous Income—less Expenses.....	\$9,545 00	
Income from Other Sources.....		9,545 00
Total Income.....		\$926,544 20
Deductions from Income:		
Rents.....	\$1,008,597 99	
Taxes.....	105,156 99	
Total Deductions from Income.....		\$1,113,754 98
Deficit		\$187,210 78
Deficit from Operation of Year Ending June 30, 1892.....		\$187,210 78
Deficit on June 30, 1891.....		376,710 61
Deficit on June 30, 1892.....		\$563,921 39

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$892,996 89		
Less Repayments:			
Tickets redeemed.....		\$7,823 00	
Excess Fares refunded.....		924 85	
Other Repayments.....		547 09	
Total Deductions.....		\$9,294 94	
Total Passenger Revenue....			\$883,701 95
Mail.....			25,686 53
Express.....			56,700 49
Extra Baggage and Storage....			3,274 89
Other items, Newspapers and Baggage Express.....			6,434 65
Total Passenger Earnings....			\$974,798 51
Freight Revenue.....	1,554,619 67		
Less Overcharge to shippers....		25,848 11	
Total Deductions.....		\$25,848 11	
Total Freight Revenue.....			1,528,771 56
Total Freight Earnings.....			1,528,771 56
Total Passenger and Freight Earnings.....			2,503,570 07
Other Earnings from Operation:			
Telegraph Companies.....			4,850 86
Rents from Tracks, Yards and Terminals.....			6,192 00
Rents not otherwise provided for.....			5,135 77
Other Sources.....			43,983 45
Total Other Earnings.....			\$60,162 08
Total Gross Earnings from Operation—Entire Line....			\$2,563,732 15

RENTALS RECEIVED.

Received from the West Shore Railroad Company, \$6,192.00, for rentals of depots and tracks in the city of Albany.

MISCELLANEOUS INCOME.

Champlain Transportation Company, dividends on stock, gross income, \$9,545.00. Net miscellaneous income, \$9,545.00.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$50,897 85	\$75,287 98	\$126,185 83
Renewals of Rails.....	28,356 81	32,103 09	54,459 90
Renewals of Ties.....	32,966 39	44,810 90	77,777 29
Repairs of Bridges and Culverts.	4,841 15	6,662 61	11,503 76
Repairs of Fences, Road-crossings, Signs and Cattle Guards.	5,411 78	7,376 92	12,788 70
Repairs of Buildings.....	12,991 83	9,183 61	22,175 44
Repairs of Telegraph.....	730 50	2,211 54	2,942 04
Other Expenses.....	13,448 81	18,738 73	32,187 54
Total.....	\$144,644 62	\$196,375 38	\$341,020 00
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	28,292 43	41,268 88	69,561 31
Repairs and renewals of Passenger Cars.....	44,291 11		44,291 11
Repairs and renewals of Freight Cars.....		68,874 58	68,874 58
Shop Machinery, Tools, Etc.....	3,134 95	4,389 68	7,524 63
Other Expenses.....	12,355 58	17,659 49	30,015 07
Total.....	\$88,074 07	\$132,192 63	\$220,266 70
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	56,177 17	81,514 13	137,691 30
Fuel for Locomotives.....	116,619 99	166,572 37	283,192 36
Water-supply for Locomotives..	3,498 07	4,859 56	8,357 63
Wages of other Trainmen.....	48,023 77	95,750 07	143,773 84
All other train supplies.....	18,394 50	22,984 48	41,378 98
Wages of Switchmen, Flagmen and Watchmen.....	32,355 31	28,199 80	60,555 11
Expense of Telegraph, including Train Dispatchers and Operators.....	6,352 72	18,909 32	25,262 04
Wages of Station Agents, Clerks and Laborers.....	38,790 34	134,918 52	173,708 86
Station Supplies.....	9,114 43	4,972 02	14,086 45

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Car Mileage—Balance.....	\$15,532 39	Cr\$21,767 90	\$6,235 51
Loss and Damage.....	694 15	3,995 82	4,689 97
Injuries to Persons.....	16,214 25	9,109 39	25,323 64
Other Expenses.....	5,143 07	8,389 26	13,532 33
Total.....	\$366,910 16	\$558,406 84	\$925,317 00
General Expenses :			
Salaries of Officers.....	4,729 04	10,978 36	15,707 40
Salaries of Clerks.....	7,567 55	17,216 98	24,784 53
General Office Expenses and Supplies.....	2,872 75	6,261 81	9,134 56
Agencies, including Salaries and Rent.....	3,390 06	50 73	3,440 79
Advertising.....	4,958 28	14 35	4,972 63
Insurance.....	5,297 93	8,277 07	13,575 00
Rents for Tracks, Yards and Terminals.....	2,330 15	2,953 19	5,283 34
Rents not otherwise provided for.....	32,295 94	35,499 11	68,795 05
Legal Expenses.....	1,328 93	1,497 78	2,826 71
Stationery and Printing.....	4,699 06	6,707 97	11,407 03
Other General Expenses.....	93 61	108 60	202 21
Total.....	\$70,563 30	\$89,565 95	\$160,129 25
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures.....	144,644 62	196,375 38	341,020 00
Maintenance of Equipment.....	88,074 07	132,192 63	220,266 70
Conducting Transportation.....	366,910 16	558,406 84	925,317 00
General Expenses.....	70,563 30	89,565 95	160,129 25
Grand Total.....	\$670,192 15	\$976,540 80	*

*Grand Total, Operating Expenses, \$1,646,732.95.

Percentage of Expenses to Earnings—Entire Line, 64.23.

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed	Dividends on Stock Guaranteed	Cash.	Total.
Rensselaer and Saratoga..	\$797,855 99	\$140,000 00	\$1,000	\$938,855 99
Albany and Vermont.....			20,000	20,000 00
N. Y. C. and H. R. R. R..			2,500	2,500 00
Saratoga and Schenectady.....			31,750	31,750 00
Rutland and Whitehall...			15,492	15,492 00

Total Rents, \$1,008,597.99.

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.
Yards—		
Town of Rutland, Vt..	Central Vermont R. R..	\$3,896 68
Town of Rutland, Vt..	Bennington and Rutland Railroad	635 66
City of Albany.....	N. Y. C. and H. R. R. R.	750 00

Total Rents, \$5,283.34.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	YEAR ENDING JUNE 30, 1892.	
			Increase.	Decrease.
\$2,234,044 69	Cost of Road.....	\$100,120 37	\$100,120 37	
564,994 21	Cost of Equipment..	2,382,587 25	148,542 56	
	Materials and Supplies	557,134 14		\$7,860 07
376,710 61	Profit and Loss.....	563,921 39	187,210 78	
\$3,175,749 51	Grand Total.....	\$3,603,763 15	\$435,873 71	\$7,860 07

COMPARATIVE GENERAL BALANCE SHEET—*Continued.*

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	YEAR ENDING JUNE 30, 1892.
			Increase.
\$3,175,749 51	Delaware and Hudson Canal Company.....	\$3,603,763 15	\$428,013 64
\$3,175,749 51	Grand Total.....	\$3,603,763 15	\$428,013 64

IMPORTANT CHANGES DURING YEAR.

There have been no important changes during the year.

CONTRACTS, AGREEMENTS, ETC.

National Express Company, which pays for local freight $1\frac{1}{2}$ first class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., $\frac{2}{3}$ first class; between other competing points, 1st class; also 10% of its profits.

Mails are transported for the compensation fixed by the government.

Wagner Palace Car Company, which is paid 3 cents per mile run for sleeping cars and 1 cent per mile run for drawing room cars.

Pullman Palace Car Company, which is paid 3 cents per mile run.

The Western Union Telegraph Company receives 50% of the receipts from revenue business of the lines on this road, which are owned and operated by the railroad company, with the exception of one wire from Eagle Bridge to Castleton, (47.56 miles,) which is owned by the Western Union Telegraph Company, and operated by the railroad company, the Western Union Telegraph Company's proportion of receipts being the same as on the rest of the line.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	4	1,252	\$15,707 40	\$12 55
General Office Clerks.....	44	13,772	24,784 53	1 80
Station Agents.....	100	31,300	67,505 67	2 16

Lipton Express Refrigerator Line.
Loyal Hanna Coal and Coke Company.
Laconia Car Company.
Lipton Refrigerator Line.
National Despatch Line.
National Linseed Oil Company.
National Oil Company.
Omaha Packing Company.
Paragon Refining Company.
Pennsylvania Gas Coal Company.
Pennsylvania Refining Company.
Pittsburg and Toledo Despatch.
Peerless Tank Line.
Pennsylvania Oil Company.
Pullman Palace Car Company.
Producers Oil Company.
Ramage, S. Y.
Red Line.
Rice, Robinson & Foggan.
Sheboygan Chair Company.
Southern Iron Car Line.
Standard Oil Company.
Street's Western Stable Car Line.
St. Louis Refrigerator Car Company.
Sun Oil Line Company.
Swift Refrigerator Transportation Company.
Shawnee Oil Company.
Swamp Mills Excelsior Company.
Southern Despatch Lumber Line.
Tide Water Oil Company.
Tropical Transportation Company.
T. E. Wells Co.
Terre Haute Brewing Company.
Titusville Oil Works.
Union Line.
Union Refrigerator Transportation Company.
United Collieries Company.
Valley Oil Company.
W. L. Mellras.
Washington Refining Company.
Westmoreland Coal Company.
White Line.
W. H. Rankin.
W. P. Rend & Co.
White Star Transportation Company.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	2,249,419			
Number of passengers carried one mile.....	37,310,745			
Average distance carried.....	16.59	883,701	95	
Total passenger revenue.....				
Average amount received from each passenger.....			39	2.86
Average receipts per passenger per mile.....			02	3.68
Estimated cost of carrying each passenger one mile.....			01	7.96
Total passenger earnings.....		974,798	51	
Passenger earnings per mile of road.....		5,082	37	
Passenger earnings per train mile.....		1	18	9.01
Freight Traffic:				
Number of tons carried of freight earning revenue.....	2,342,078			
Number of tons carried one mile.....	109,639,152			
Average distance haul of one ton.....	46.81	1,528,771	56	
Total freight revenue.....				
Average amount received for each ton of freight.....			65	2.74
Average receipts per ton per mile.....			01	3.94
Estimated cost of carrying one ton one mile.....			00	8.91
Total freight earnings.....		1,528,771	56	
Freight earnings per mile of road.....		7,970	65	
Freight earnings per train mile.		2	70	6.74
Passenger and Freight:				
Passenger and freight revenue..		2,412,473	51	
Passenger and freight revenue per mile of road.....		12,578	07	
Passenger and freight earnings.....		2,503,570	07	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earnings per mile of road.....		13,053	02	
Gross earnings from operation..		2,563,732	15	
Gross earnings from operation per mile of road.....		13,366	70	
Expenses.....		1,646,732	95	
Expenses per mile of road.....		8,585	68	
Train Mileage:				
Miles run by passenger trains..	806,174			
Miles run by freight trains.....	523,803			
Miles run by mixed trains.....	54,664			
Total mileage trains earning revenue.....	1,384,641			
Miles run by switching trains..	542,733			
Miles run by construction and other trains.....	15,805			
Grand Total Train Mileage.	1,943,178			
Mileage of loaded freight cars— North.....	6,014,264			
Mileage of loaded freight cars— South.....	4,920,762			
Mileage of empty freight cars— North.....	1,417,279			
Mileage of empty freight cars— South.....	1,159,591			
Average number of freight cars in train.....	24			
Average number of loaded cars in train.....	19			
Average number of empty cars in train.....	5			
Average number of tons of freight in train.....	194.10			
Average number of tons of freight in each loaded car....	10.02			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain.....	16,883	32,708	49,591	02.12
Flour.....	7,905	13,646	21,551	00.92
Other Mill Products.....	6,796	4,892	11,688	00.50
Hay.....	9,447	8,198	17,645	00.75
Tobacco.....	697	1,287	1,984	00.08
Cotton.....	2,812	1,474	4,286	00.18
Fruit and Vegetables.....	33,138	5,258	38,396	01.64
Products of Animals:				
Live Stock.....	2,316	2,556	4,872	00.21
Dressed Meats.....	686	3,331	4,017	00.17
Other packing-house products....	18,249	2,488	20,737	00.89
Poultry, Game and Fish.....	404	231	635	00.03
Wool.....	1,079	1,163	2,242	00.10
Hides and Leather.....	2,517	3,207	5,724	00.24
Products of Mines:				
Anthracite Coal.....	1,020	570,735	571,755	24.41
Bituminous Coal.....	10,064	113,092	123,156	05.26
Coke.....	199	128,794	128,993	05.51
Ores.....	8,028	364,654	372,682	15.91
Stone, Sand and other like articles.	203,700	41,560	245,260	10.47
Products of Forest:				
Lumber.....	37,144	106,996	144,140	06.15
Manufactures:				
Petroleum and other Oils.....	6,643	12,455	19,098	00.82
Sugar.....	7,538	1,094	8,632	00.37
Naval Stores.....	1	62	63	00.00
Iron, Pig and Bloom.....	849	58,373	59,222	02.53
Iron and Steel Rails.....	1,569	8,881	10,450	00.45
Other Castings and Machinery....	4,759	7,750	12,509	00.53
Bar and Sheet Metal.....	9,315	5,452	14,767	00.64
Cement, Brick and Lime.....	46,709	5,575	52,284	02.23
Agricultural Implements.....	713	386	1,099	00.05
Wagons, Carriages, Tools, etc....	874	605	1,479	00.06
Wines, Liquors and Beers.....	11,254	946	12,200	00.52
Household Goods and Furniture..	2,791	2,134	4,925	00.21
Other Manufactured Articles.....	91,845	70,539	162,384	06.93
Merchandise.....	12,187	13,617	25,804	01.10
Miscellaneous: Other Commodi- ties not mentioned above.....				
	90,620	97,188	187,808	08.02
Total Tonnage—Entire Line.				
	650,751	1,691,327	2,342,078	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		53	53	Westinghouse.		
Freight.....	9	50	25	"		
Switching.....		11				
Total.....	9	114	78			
Cars in Passenger Service:						
First-class Passenger Cars.....	7	116	116	Westinghouse.	116	Gould.
Second-class Passenger Cars....		16	16	"	16	Miller.
Baggage, Exp. and Postal Cars.	8	50	50	"	{ 45	Gould.
					{ 5	Miller.
Total.....	15	182	182		182	
Cars in Freight Service:						
Box Cars.....		1,099			250	{ Gould, 150.
						{ Standard, 50.
Flat Cars.....		460			10	{ Trojan, 50.
Stock Cars.....		5				{ Trojan, 10.
Coal Cars.....		1,488			1,000	{ Standard, 500.
						{ Gould, 500.
Total.....		3,052			1,260	

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service:						
Derrick Cars.....		10				
Caboose Cars.....		38				
Other road Cars.....		5	3	Westinghouse.	{ 1 1	[Combination Janney & Miller. Gould.
Total.....		53	3		2	
Cars Contributed to Fast Freight Line Service:		None.				
Total Cars Owned.....	15	3,287	185		1,444	
Grand Total Cars.....	15	3,287	185		1,444	

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Oper- ated Under Lease.	Total Mileage Operated.	New Line Con- struct'd During Year.	RAILS.	
				Iron.	Steel.
Miles of single track.....	191.80	191.80			191.80
Miles of second track.....	78.10	78.10	27.74		78.10
Miles of yard track and sidings.....	99.68	99.68	3.61	99.68	
Total Mileage Operated • (all tracks).....	369.58	369.58	31.35	99.68	269.90

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line. Operated Under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.	
			Steel.	
New York.....	155.15	155.15	155.15	
Vermont.....	36.65	36.65	36.65	
Total Mileage Operated (sin- gle track).....	191.80	191.80	191.80	

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Iron: Repair.....	528.13	62 pounds.	\$27.41
“	263.14	56 pounds.	27.41
Scrap.....	32.52	62 pounds.	23.00
“	13.85	56 pounds.	23.00
Total Iron.....	837.64		\$27.17

RENEWALS OF RAILS AND TIES—*Continued.*

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel: New.....	1,920.57	80 pounds.	\$32 00
“	134.84	67 pounds.	32 00
Repair	759.71	67 pounds.	27 18
“	1,258.62	62 pounds.	27 43
Scrap.....	1.38	67 pounds.	23 08
“	7.23	62 pounds.	23 00
Total Steel.....	4,082.35		29 67

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
White Oak.....	144,501	50 cents.
Red Oak.....		28 cents.
Chestnut.....		45 cents.
Yellow Pine.....		53 cents.
Total.....	144,501	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.	
	Anthra-cite.	Bitumi-nous.	Hard.	Equal to
Passenger.....	36,461	517	234 Cords	156 Tons
Freight.....	27,390	726	179 “	119 “
Switching.....	24,220		153 “	102 “
Construction.....	3,089	6	19 “	13 “
Total.....	91,160	1,249	585 Cords	390 Tons
Average Cost at Distributing Point.....	\$3 15	\$2 74	\$3 72	

CONSUMPTION OF FUEL BY LOCOMOTIVES—*Continued.*

Locomotives.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	37,134	838,347	88.59
Freight.....	28,235	643,322	87.78
Switching.....	24,322	542,732	89.63
Construction.....	3,108	72,915	85.25
Total.....	92,799	2,097,316	88.49

ACCIDENTS TO PERSONS.

EMPLOYEES.

OTHER CAUSES.

Trainman Killed:

- (1) W. H. Dorsey, conductor, killed at Saratoga by train No. 151, when walking too near the track.

Trainman Injured:

- (1) Brakeman struck and injured by coal chute at Mohawk, while taking coal on engine tender.

Other Employees Killed:

- (1 and 2) Two track laborers killed by stepping on track in front of train.
- (3) Track laborer fell asleep while flagging for a track gang, south of Mechanicville, and was killed by train No. 5.
- (4) Track laborer killed by train No. 2, while walking on track with a pail of water.

Other Employees Injured:

- (1) Freight-house laborer injured while assisting to place cars to be loaded at Freight-house, Green Island.

PASSENGERS.

OTHER TRAIN ACCIDENTS.

- Injured: (1) A passenger was injured either in jumping or being thrown from platform of a Wagner car which left the track as train No. 4 was running into Saratoga.

OTHER CAUSES.

- Injured: (1) A passenger on train No. 7 stepped off to urinate when train stopped to take water at Green Island. He fell through bridge and his arm was broken.
- (2) A passenger jumped from train No. 25 as it approached Mechanicville and sustained an injury to his head.
- (3) A passenger on train No. 7 was injured by falling from platform of a coach at Green Island Junction.

ACCIDENTS TO PERSONS—*Continued.*

OTHERS.

OTHER CAUSES.

Trespassers Killed:

- (1) An intoxicated man appropriated a hand car and was struck and killed by an extra passenger train, north of Gansevoort.
- (2) Man killed by train No. 104 while lying upon the track, south of Smith's Basin.
- (3) Man struck and killed by support posts at Troy Road overhead bridge, while stealing a ride on an extra freight train.
- (4) Man killed by train No. 24 while walking on track, north of Ballston.
- (5) Man killed by lumber shifting in a box car into which he had made his way and there fallen asleep.
- (6) An intoxicated man either fell or lay down on track, west of West Rutland and was killed by train No. 49.
- (7) Man killed at Mechanicville in attempting to catch a ride on an extra freight train.
- (8) A boy playing with others, north of Cemetery Station, attempted to run across track and was killed by a passenger train.
- (9) A girl while picking coal at Schenectady, boarded a coal car. When car was moved she jumped out and was run over and killed.
- (10) Man killed at Schenectady when catching a ride on a yard train.
- (11) Man killed by train No. 3, while walking on track, south of Mechanicville.
- (12) Man killed by train No. 53, while walking over bridge at Granville.
- (13) Man killed by a light engine, while standing too close to track, south of Castleton.
- (14) Man killed at Saratoga when walking across track between two rows of cars, one of which was stationary, the other in motion.
- (15) Man killed by gravel train while walking across track, at Mechanicville.

Trespassers Injured:

- (1) Man injured while attempting to catch a ride on an engine at Schenectady.
- (2) A man had both legs crushed by being run over by some passenger cars under which he had crawled and fallen asleep.
- (3) Man struck and injured by train No. 14, while he was walking too close to track near Troy Road bridge.
- (4) A man stepped between a store house and track at Cohoes and was injured by being caught between platform and a car that was being switched by an extra freight train.

RAILROAD COMMISSIONERS' REPORT.

Kind of Accident.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAG- MEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling								
Falling from Trains and								
Engines	3	20				1	3	21
Overhead Obstructions....		3						3
Collisions.....		1				2		1
Other Causes.....	1	1			4	1	5	2
Total.....	4	25	None.	None.	4	4	8	29
Kind of Accident.	OTHERS.							
	PASSENGERS.							
	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	1							
Other Train Accidents....	1							
At Highway Crossings....	1				3	6	3	6
At Stations.....	3							
Other Causes.....	3		15	4			15	4
Total.....	9		15	4	3	6	18	10

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From	To.	Miles.	Number of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	ASCENDING GRADES.			DESCENDING GRADES.			
						Length of Level Line, Miles.	Number.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Number.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Albany.....	Lake Champlain	79.14	106	20.04	59.10	18.97	45	658	29.30	37	514	30.97
West Troy..	Green Island...	1.08	3	59	49	45	1	6	.21	3	16	.43
Troy.....	Waterford June	5.59	10	1.48	4.11	2.26	8	30	1.92	6	31	1.41
Schenectady	Ballston.....	14.97	13	3.80	11.17	1.74	7	87	8.67	7	36	4.56
Fort Edward	Caldwell.....	15.12	67	7.68	7.44	2.52	10	526	7.34	8	331	5.26
Whitehall..	State Line.....	6.63	13	2.60	4.03	.94	4	238	4.91	3	17	.78
State Line..	Castleton.....	6.83	11	1.84	4.99	1.55	8	126	3.68	3	38	1.60
Eagle Bridge	Rutland.....	62.44	64	13.80	48.64	11.56	28	811	28.50	14	702	23.38
Total.....		191.80	387	51.83	139.97	39.99	111	2,482	84.43	81	1,675	67.38

CHARACTERISTICS OF ROAD—*Continued.**Bridges:*

Number Iron.....	100
Aggregate length.....	12,293 feet
Minimum length.....	12 feet
Maximum length.....	1,478 feet
Number Wooden.....	5
Aggregate length.....	370 feet
Minimum length.....	18 feet
Maximum length.....	456 feet
Total number, 105. Total aggregate length, 12,663 feet.	

Trestles:

Number.....	5
Aggregate length.....	1,644 feet
Minimum length.....	49 feet
Maximum length.....	328 feet

Tunnels:

Number.....	1
Aggregate length.....	1,188 feet

Overhead Highway Crossings:

Number Bridges.....	11
Height of lowest above surface of rail.....	15 feet, 2 inches

Overhead Railway Crossings:

Number Bridges.....	2
Height of lowest above surface of rail.....	14 feet, 5 inches

Gauge of Track..... 4 feet, 8½ inches.

TELEGRAPH.

Owned and operated by this Company, 119.17 miles of line; 337.48 miles of wire.

Owned by the Western Union Telegraph Company, operated by Delaware and Hudson Canal Company, 47.56 miles of line and wire.

PRIVATE COMPANIES AND LINES ON DELAWARE AND HUDSON CANAL COMPANY.

American Live Stock Transportation Company.
 American Oil Works.
 American Refrigerator Transportation Company.
 American Tank Line.
 Anglo American Provision Company.
 Armour Packing Company.
 Armour Refrigerator Line.
 Arms Palace Horse Cars.
 Blue Line.
 Burton Stock Car Company.

Boyd Lanham Company.
Bosschart & Wilson Company.
California Fruit Transportation Company.
Canada Southern Line.
Canadian Pacific Despatch.
Canada Cattle Car Company.
Chicago Refrigerator Car Company.
Cold Blast Transportation Company.
Cornplanters Refining Company.
Cudahy Refrigerator Line.
Cutting Car Company.
Continental Refining Company.
Calumet Canning Company.
Cudahy Milwaukee Refrigerator Line.
Crystal Refining Company.
Century Oil Company.
Central Equipment Company.
Empire Line.
Empire Oil Works.
Erie Despatch.
E. S. Jay & Co.
Emery Manufacturing Company.
Excelsior Oil Company.
Eureka Trans. Company.
Ellsworth, J. W., & Co.
Frost Proof Car Company.
Gilbert Car Manufacturing Company
Goodell Refrigerator Company.
Great Eastern Line.
Green Line.
Genesee Oil Works.
Glade Tank Line.
G. H. H. Freight Car Line.
Hammond Refrigerator Line.
Havens, C. B., & Co.
Holmes & Adams.
Harris, De Groat & Co.
Hicks Stock Car Company.
Independent Refining Company.
International Packing Company.
International Oil Works.
Iron Car Express Coal Line.
J. G. Hurlburt.
John Schwartz & Co.
Jacob Dold & Co.
Kanawha Valley Rolling Stock Company.
Keystone Palace Horse Car Company.
Kentucky Southern Oil and Gas Company.
Manhattan Oil Company.
Merchants' Despatch Transportation Company.
Midland Line.
Montgomery Palace Stock Car Company.
Morris & Co., Refrigerator Line.
Municipal Gas Company.
Merriam & Morgan Paraffine Company.
Muir Tank Line.

Lipton Express Refrigerator Line.
Loyal Hanna Coal and Coke Company.
Laconia Car Company.
Lipton Refrigerator Line.
National Despatch Line.
National Linseed Oil Company.
National Oil Company.
Omaha Packing Company.
Paragon Refining Company.
Pennsylvania Gas Coal Company.
Pennsylvania Refining Company.
Pittsburg and Toledo Despatch.
Peerless Tank Line.
Pennsylvania Oil Company.
Pullman Palace Car Company.
Producers Oil Company.
Ramage, S. Y.
Red Line.
Rice, Robinson & Foggan.
Sheboygan Chair Company.
Southern Iron Car Line.
Standard Oil Company.
Street's Western Stable Car Line.
St. Louis Refrigerator Car Company.
Sun Oil Line Company.
Swift Refrigerator Transportation Company.
Shawnee Oil Company.
Swamp Mills Excelsior Company.
Southern Despatch Lumber Line.
Tide Water Oil Company.
Tropical Transportation Company.
T. E. Wells Co.
Terre Haute Brewing Company.
Titusville Oil Works.
Union Line.
Union Refrigerator Transportation Company.
United Collieries Company.
Valley Oil Company.
W. L. Mellras.
Washington Refining Company.
Westmoreland Coal Company.
White Line.
W. H. Rankin.
W. P. Rend & Co.
White Star Transportation Company.

STATE OF NEW YORK,) ss:
County of New York. }

I, the undersigned, Charles A. Walker, Treasurer of the Delaware and Hudson Canal Company, on my oath do say that the foregoing return has been prepared under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHARLES A. WALKER, *Treasurer.*

Subscribed and sworn to before me,
this 9th day of September, 1892.

FRANK WALLING, *Notary Public, New York County.*

ANNUAL REPORT
OF THE
FAIR GROUND RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Fair Ground Railroad Company.

Date of organization: April, 1890.

Organized under General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.
J. C. Parker.....	Quechee.....
J. G. Porter.....	Woodstock.....
F. S. McKenzie.....	Woodstock.....
W. S. Dewey.....	Quechee.....
Geo. W. Smith.....	White River Junction.....

Total number of stockholders at date of last election: Eighteen (18).

Date of last meeting of stockholders for election of directors: Dec. 19, 1891.

Post-office address of general office: White River Junction.

OFFICERS.

President—Geo. W. Smith, White River Junction, Vt.

First Vice-President—James G. Porter, Woodstock, Vt.

Treasurer—J. L. Bacon, White River Junction, Vt.

General Manager—James G. Porter, Woodstock, Vt.

PROPERTY OPERATED.

Fair Ground Railroad starts from a point on Woodstock Railway and runs to Billings Park, about 3,740 feet. Sidings are about 1,543 feet.

CAPITAL STOCK.

100 shares common stock; 100 shares authorized; par value, \$100 per share; total par value authorized, \$10,000; total amount issued and outstanding, \$4,900.

FUNDED DEBT.

Mortgage issued May 20, 1891, due in 1901. Amount of authorized issue, amount issued, amount outstanding, and cash realized on amount issued, \$3,000. Rate of interest, 6 per cent.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1892.
Construction:	
Right of Way.....	\$436 25
Fences.....	229 45
Grading and Bridge and Culvert Masonry.....	3,695 85
Rails.....	2,769 52
Ties.....	739 49
Engineering Expenses.....	284 38
Records and counsel.....	123 72
Other Items.....	1,386 15
Total Construction.....	\$9,664 81

EARNINGS FROM OPERATION.

Total receipts, \$1,129.55; Deductions, account of repayments, etc., \$433.86; Actual earnings, \$689.69.

The Gross Amount of Operating Expenses is \$433.86.

No Salaried Officers.

Accounts are not so kept that Passenger and Freight, and Train Mileage questions can be answered.

No Equipment.

No Renewals.

No Accidents.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 1; aggregate length, 10 feet.

STATE OF VERMONT, } ss:
County of Windsor. }

I, the undersigned, Geo. W. Smith, President of the Fair Ground Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

GEORGE W. SMITH, *President.*

Subscribed and sworn to before
me, this 16th day of September, 1892.

J. L. BACON,

Notary Public.

ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Fitchburg Railroad Company.

Date of organization: March 3, 1842.

Organized under the Laws of the State of Massachusetts.

The Fitchburg Railroad, chartered March 3, 1842, was completed between Cambridge and Fitchburg, March 5, 1845. In 1848 the road was extended into Boston. The Peterboro and Shirley was opened in 1850, leased for ten years, and purchased in 1860. The Vermont and Massachusetts Railroad was leased January 1, 1874, for a period of 999 years, the consideration being as follows:

Organization expenses.....	\$3,000,	payable quarterly.
5% on \$1,000,000 Bonds.....	50,000,	" Nov. and May.
6% on 3,193,000 Stock.....	151,580,	" Oct. and April.

If this road is surrendered, the expenditures made by the lessee for additions and betterments, are to be refunded to said lessee.

The Boston, Barre and Gardner Railroad were taken possession of under a temporary operating contract, March 7, 1885. It was merged July 1, 1885, its stock being exchanged in the proportion of ten shares of Boston, Barre and Gardner stock for one share of Fitchburg stock, and its liabilities being assumed by the Fitchburg Railroad Company. The Ashburnham Railroad was purchased April 22, 1885.

The Troy and Greenfield Railroad and Hoosac Tunnel were consolidated with the Fitchburg Railroad Company, Feb. 1, 1887, under the provisions of Chapter 279 of the Acts of the Commonwealth of Massachusetts for the year 1885. The Hoosac Tunnel Dock and Elevator Company, an auxiliary corporation chartered under the Laws of the Commonwealth of Massachusetts, April 29, 1879, owning wharves, elevators and warehouses and engaged in handling and stowing freight, sold all its real and personal property of every kind and description to the Fitchburg Railroad Company, April 15, 1887.

The Troy and Boston Railroad Company, a corporation of the State of New York, was consolidated with the Fitchburg Railroad Company, May 3, 1887, under the Laws of the State of New York and the Commonwealth of Massachusetts. By this consolidation the following leases in force with the Troy and Boston Railroad Company were assumed:

Troy and Bennington Railroad, Hoosac Junction to Vermont State Line, owned by the Troy and Bennington Railroad Company, a corporation of the State of New York, leased at an annual rental of \$15,400. Lease expires May 27, 1901.

The Boston, Hoosac Tunnel and Western Railway, and its leased line, the Troy, Saratoga and Northern Railroad, were purchased June 1, 1887.

The Cheshire Railroad was consolidated with the Fitchburg Railroad Oct. 1, 1890, under the provisions of Chapter 389 of the Acts of the Commonwealth of Massachusetts for the year 1887, and under an Act

of the State of New Hampshire in 1887. The Cheshire Railroad Company operated the Monadnock Railroad under lease and by virtue of consolidation, this company became the lessee and has since by virtue of Chapter 48 of the Acts of the Commonwealth of Massachusetts in the year 1891, purchased all the stock of the Monadnock Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.
Henry S. Marcy.....	Boston, Mass.....
Robert Codman.....	Boston.....
Rodney Wallace.....	Fitchburg.....
Charles T. Crocker.....	Fitchburg.....
John Quincy Adams.....	Quincy.....
David P. Kimball.....	Boston.....
Albert C. Houghton.....	North Adams.....
Frederick L. Ames.....	Easton.....
George Heywood.....	Concord.....
Wm. Seward Webb.....	New York City.....
Francis Smith.....	Rockland, Me.....
Wm. H. Hollister.....	New York City.....
Wm. A. Russell.....	Lawrence.....
Edward C. Thayer.....	Keene, N. H.....

Date of Expiration of Term: John Quincy Adams, David P. Kimball, and Albert C. Houghton, appointed by the Governor of Massachusetts, and hold their office one year or until successors are appointed by the Governor and confirmed. The term of all other Directors expires September 28, 1892.

Total number of stockholders at date of last election: 5,085.

Date of last meeting of stockholders for election of directors: September 30, 1891.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Boston, Mass.

OFFICERS.

President—Henry S. Marcy, Boston, Mass.

Treasurer—Daniel A. Gleason, Boston, Mass.

Attorney, or General Counsel—George A. Torrey, Boston, Mass.

General Auditor—C. S. Anthony, Boston, Mass.

General Superintendent—John Adams, Boston, Mass.

Assistant General Superintendent—W. D. Ewing, Boston, Mass.

Division Superintendent—J. R. Hartwell, Boston, Mass.

Division Superintendent—C. L. Mayne, Fitchburg, Mass.

Division Superintendent—J. Crandell, Troy, N. Y.

Superintendent of Telegraph—E. A. Smith, Boston, Mass.

General Traffic Manager—John Whitmore, Boston, Mass.

General Freight Agent—A. S. Crane, Boston, Mass.

General Passenger Agent—James R. Watson, Boston, Mass.

General Baggage Agent—George F. Foye, Boston, Mass.

Purchasing Agent—George J. Fisher, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Fitchburg Railroad.....	Boston.....	Fitchburg.....	50.00	249.25
	Greenfield.....	Troy, N. Y.....	84.41	
	Ashburnham Junction..	Bellows Falls.....	53.62	
	Mass. and Vt. State Line.	Rotterdam, N. Y.....	61.23	
Fitchburg Railroad.....	Ice Track.....	in Boston.....	.68	123.23
	Cambridge.....	Waltham.....	6.60	
	South Acton.....	Marlboro.....	12.42	
	Ayer Junction.....	Greenville, N. H.....	23.63	
	Ashburnham Junction..	Ashburnham.....	2.59	
	Winchendon.....	Worcester.....	36.00	
	Winchendon.....	Peterboro, N. H.....	15.80	
	Saratoga Junction.....	Saratoga and Schuylerville.....	25.52	
Vermont and Massachusetts R. R.	Fitchburg.....	Greenfield.....	56.00	
	Turner's Falls Junction.	Turner's Falls.....	2.80	
Troy and Bennington.....	Hoosac Junction.....	White Creek.....	5.04	63.84
Total.....				436.82

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Common.....	70,000	\$100 00	\$7,000,000	\$7,000,000	4	\$649,237 60
Preferred.....	164,976	100 00	16,497,600	16,497,600		
Total.....	234,976		\$23,497,600	\$23,497,600		
Manner of Payment for Capital Stock.		Total Number of Shares Issued.		Total Cash Realized.		REMARKS.
Issued for Cash : Pref...		55,969		\$5,499,400		
" for Purchased Roads:		Com.	20,000	2,000,000)		For purchase of B., H. T. & W. Ry., per terms of
		Pref.	35,805	3,580,500)		agreement dated May 4, 1887.
				97,500		For purchase of Monadnock Railroad.
Dock.....			15,125	1,512,500		For purchase of Hoosac Tunnel Dock and Elevator.
Issued for Consolidation				5,000,000)		In accordance with agreement with Commonwealth of
Common....		50,000		1,762,200)		Massachusetts for T. & G. R. and Hoosac Tunnel.
Preferred...		17,622		1,333,300		Troy and Boston Railroad Consolidation.
"		13,333		87,200		Boston, Barre and Gardner Railroad Consolidation.
"		872		2,625,000		Cheshire Railroad Consolidation.
"		26,250				
Total.....		234,976		\$23,497,600		

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Author-ized Issue.	Amount Issued.	Amount Out-stand- ing.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Fitchburg Railroad Bonds.....	April 1, 1874	20 yrs.	\$500,000	\$500,000	\$500,000	\$500,000
"	Oct. 1, 1877	"	500,000	500,000	500,000	500,000
"	" 1879	"	500,000	500,000	500,000	500,000
"	" 1880	"	500,000	500,000	500,000	500,000
"	" 1881	"	500,000	500,000	500,000	500,000
"	April 1, 1882	"	500,000	500,000	500,000	500,000
"	" 1883	"	500,000	500,000	500,000	500,000
"	Mch. 1, 1884	"	500,000	500,000	500,000	500,000
"	June 1, 1885	"	500,000	500,000	500,000	500,000
"	Feb. 1, 1887	50 yr.	5,000,000	5,000,000	5,000,000	5,000,000
"	April 1, 1887	20 "	1,500,000	1,500,000	1,500,000	1,500,000
"	Sept. 1, 1887	10 "	2,000,000	2,250,000	2,250,000	2,250,000
"	May 1, 1888	20 "	2,000,000	2,000,000	2,000,000	2,000,000
"	Mch. 1, 1889	10 "	750,000	750,000	750,000	750,000
"	June 1, 1890	10 "	500,000	500,000	500,000	500,000
"	" 30	"	500,000	500,000	500,000	500,000
"	July 1, 1876	20 "	.....	250,000	250,000	250,000
"	" 1878	20 "	.....	550,000	550,000	550,000
"	" 1874	50 "	.....	577,000	577,000	577,000
"	April 1, 1878	20 "	.....	91,300	91,300	91,300
"	" 20	"	.....	299,700	299,700	299,700
"	July 1, 1875	20 "	.....	186,300	*95,700	186,300
"	" 20	"	.....	57,300	57,300	57,300
"	" 20	"	.....	1,400,000	1,400,000	1,400,000
"	Sept. 1, 1883	30 "	2,000,000	1,400,000	1,400,000	1,400,000
"	April 5, 1887	6 "	.....	500,000	500,000	500,000
"	July 1, 1877	20 "	.....	48,000	48,000	48,000
Grand Total.....			\$19,750,000	\$20,959,600	\$20,869,000	\$20,959,600

*\$90,600. Paid and cancelled June 30, 1892.

FUNDED DEBT—Continued.

Class of Bond or Obligation.	INTEREST.			Amount Paid During Year.
	Rate Per Cent.	When Payable.	Amount Accrued During Year.	
Fitchburg Railroad Bonds.....	7	April & Oct.	\$35,000	\$34,860
	6	" "	30,000	29,850
	5	" "	25,000	25,150
	5	" "	25,000	25,125
	5	" "	25,000	25,100
	5	" "	25,000	25,000
	5	" "	25,000	24,875
	4	Mch. & Sept.	20,000	20,020
	4	June & Dec.	20,000	19,540
	3½	Feb. & Aug.	160,416 67	150,000
	4	April & Oct.	60,000	60,380
	4½	Mch. & Sept.	101,250	101,025
	5	May & Nov.	100,000	100,250
	5	Mch. & Sept.	37,500	37,550
	5	June & Dec.	24,538 61	24,050
	4	Jan. & July	20,000	19,540
	6	" "	15,000	14,850
	7	" "	33,000	32,595
	7	" "	40,330	40,040
	5	April & Oct.	6,391	14,890
	5	" "	14,985	6,282 50
	3	Jan. & July	5,589	5,619
	6	" "	3,438	3,438
B., H. T. & W. Railway Debentures.....	5	Mch. & Sept.	70,000	70,000
H. T. Dock & Elev. Mortgage Note.....	4½	April & Oct.	20,312 50	20,000
Monadnock Railroad Mortgage.....	5	July & Jan.	2,400	1,125
Grand Total.....			\$945,270 78	\$931,154 50

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Outstanding.	INTEREST.	
		Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$20,869 000	\$945,270 78	\$931,154 50
Total.....	\$20,869 000	\$945,270 78	\$931,154 50
CURRENT ASSETS AND LIABILITIES.			
Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1892.		
Cash.....	\$452,973 81	Loans and Bills Payable.....	\$650,000 00
Bills Receivable.....	178,015 00	Audited Vouchers and Accounts.....	266,562 33
Due from Agents.....	539,439 21	Wages and Salaries.....	118,939 67
Net Traffic Balances due from other Com- panies.....	247,854 65	Net Traffic Balances due to other Com- panies.....	374,911 33
Due from Solvent Companies and Indi- viduals.....	201,388 39	Dividends not Called for.....	306,635 70
Other Cash Assets (excluding "Materials and Supplies")*.....	1,469,406 05	Matured Interest Coupons Unpaid (in- cluding Coupons due July 1).....	59,232 50
Total.....	\$3,089,077 11	Rentals due July 1.....	750 00
		Balance—Cash Assets.....	1,312,045 58
		Total.....	\$3,089,077 11

* Materials and Supplies on hand, \$675,840.35

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To Other Prop- erties.	Miles.	Amount.
Capital Stock....	\$23,497,600	\$21,985,100	\$1,512,500	372.48	\$63,084 19
Bonds.....	20,869,000	20,869,000	500,000	"	56,027 16
Total.....	\$44,366,600	\$42,854,100	\$2,012,500	372.48	\$119,111 35

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.
Fitchburg Railroad.....	\$23,497,600	\$20,869,000	\$1,777,031 53
Peterboro and Shirley R. R..			
Boston, Barre and Gardner Railroad.....			
Ashburnham Railroad.....			
Troy and Greenfield R. R. and Hoosac Tunnel.....			
Troy and Boston Railroad....			
Boston, Hoosac Tunnel and Western Railway.....			
Troy, Saratoga and Northern Railroad.....	150,800		
Southern Vermont Railroad..			
Cheshire Railroad.....	3,193,000	1,000,000	
Monadnock Railroad.....			
Troy and Bennington Railway.	3,193,000	1,000,000	
Vermont and Massachusetts Railway.....			
Total carried forward....	\$26,841,400	\$21,869,000	\$1,777,031 53

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construc- tion or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction:			
Right of Way.....}	\$33,159 53	\$1,564,207 06	\$1,597,366 59
Other Real Estate.....}			
Fences.....}			
Grading and Bridge and Culvert Masonry.....		873,556 79	873,556 79
Bridges and Trestles.....		478,208 42	478,208 42
Rails.....}	1,267,753 36	1,267,753 36	1,267,753 36
Ties.....}			
Other Superstructure.....}			
Buildings, Furniture and Fixtures.....	17,230 41	1,326,614 83	1,343,845 24
Shop Machinery and Tools..		232,788 17	232,788 17
Engineering Expenses.....		50,000 00	50,000 00
Sidings and Yard Extensions	55,645 39	306,651 92	362,297 31
Terminal Facilities and Ele- vators, including Docks...	56,666 78	2,251,375 11	2,308,041 89
Cheshire R. R. Consolidation	4,120 16	3,525,000 00	3,529,120 16
Purchase of Constructed Road.....	12,000 00	24,282,560 69	24,294,560 69
Other items.....	53,721 84	1,219,541 43	1,273,263 27
Total Construction.....	\$232,544 11	\$37,378,257 78	\$37,610,801 89
Equipment:			
Locomotives.....	15,236 00	1,023,603 40	1,038,839 40
Passenger Cars.....}	76,056 48	573,440 16	649,496 64
Sleeping, Parlor and Din- ing Cars.....}			
Baggage, Express and Postal Cars.....}			
Combination Cars.....			
Freight Cars.....}	38,811 64	2,219,792 79	2,258,604 43
Other Cars of all classes...}			
Total Equipment.....	\$130,104 12	\$3,816,836 35	\$3,946,940 47
Total Cost Construction, Equipment, etc.....	\$362,648 23	\$41,195,094 13	\$41,557,742 36

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$7,346,086 08	
Less Operating Expenses.....	5,112,697 11	
Income from Operation.....		\$2,233,389 69
Interest on Bonds owned.....		2,718 00
Total Income.....		\$2,236,107 69
Deductions from Income:		
Interest on Funded Debt accrued.....	\$945,270 78	
Interest on Interest-Bearing Current Liabilities accrued, not otherwise provided for.....	18,792 87	
Rents.....	260,980 00	
Taxes.....	224,081 39	
Total Deductions from Income.....		\$1,449,125 04
Net Income.....		\$786,982 65
Dividends, 4%, Preferred Stock.....	\$649,237 60	
Total.....		\$649,237 60
Surplus from Operations of Year ending June 30, 1892.....		\$137,745 05
Surplus on June 30, 1891.....		273,197 11
Total.....		\$410,942 16
Improvement Fund.....		137,745 05
Surplus on June 30, 1892.....		\$273,197 11

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$2,122,345 10		
Less Repayments:			
Tickets Redeemed.....		\$18,190 95	
Total Passenger Revenue...			\$2,104,154 15
Mail			65,226 16
Express			159,420 00
Other items.....			40,385 68
Total Passenger Earnings...			\$2,369,185 99

EARNINGS FROM OPERATION.—*Continued.*

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Freight:			
Freight Revenue.....	\$4,743,346 65		
Less Repayments:			
Overcharge to Shippers...		\$152,338 43	
Total Freight Revenue....			\$4,591,008 22
Elevators.....			190,501 13
Other items.....			75,164 55
Total Freight Earnings...			\$4,856,673 90
Total Passenger and Freight Earnings.....			\$7,225,859 89
Other Earnings from Operation:			
Rents from Tracks, Yards and Terminals.....	\$7,500 00		
Rents not otherwise provided for.....	53,467 25		
Other sources.....	59,259 66		
Total Other Earnings.....			\$120,226 91
Total Gross Earnings from Operation—Entire Line.....			\$7,346,086 80

No division of Earnings made between Vermont and Entire Line.

STOCKS OWNED.

Name.	Total Par Value.
Boston, Hoosac Tunnel and Western Railway Company.....	\$6,000,000 00
Troy, Saratoga and Northern Railway Company.....	726,600 00
For the above we have given 35,835 shares F. R. R. Preferred stock and 20,000 shares F. R. R. Common stock. The value of this stock is included in the balance sheet as "Cost of Road."	
Monadnock Railroad Company.....	200,000 00
For the above we gave 975 shares Preferred stock and \$59,860 cash.	

BONDS OWNED.

Boston, Barre and Gardner Railroad Company, par value, \$90,600.00; rate, 8 per cent; income or dividend received, \$2,718.00. Paid and cancelled June 30, 1893.

RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks:	Shelburne Falls to Conway June...	N. Y., N. H. & H. Rd. Co.....	\$7,500	\$7,500 00
Terminals.				
Sundry Lands, Tenements and portions of Station Buildings.....				53,467 25
Grand Total Rents Received.....				\$60,967 25

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$181,420 89	\$280,578 60	\$461,999 49
Renewals of Rails.....	40,378 26	59,780 98	100,159 24
Renewals of Ties.....	52,027 83	80,483 73	132,511 56
Repairs of Bridges and Culverts.....	15,949 82	24,601 64	40,551 46
Repairs of Fences, Road-crossings, Signs and Cattle Guards.	10,771 64	16,679 89	27,451 53
Repairs of Buildings.....	50,518 77	73,745 18	124,263 95
Repairs of Docks and Wharves..	1,328 34	1,820 72	3,049 06
Repairs of Telegraph.....	836 59	1,296 59	2,133 18
Total.....	\$353,132 14	\$538,987 33	\$892,119 47
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	119,424 30	188,550 48	307,974 78
Repairs and renewals of Passenger Cars.....	75,617 68		75,617 68
Repairs and renewals of Freight Cars.....		317,694 85	317,694 85
Shop Machinery, Tools, etc.....	11,175 28	17,459 32	28,634 50
Total.....	\$206,217 26	\$523,704 55	\$729,921 81
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	192,973 15	377,821 50	570,794 65
Fuel for Locomotives.....	264,621 86	467,463 92	732,085 78
Water-supply for Locomotives..	12,208 12	19,339 00	31,547 12
All other supplies for Locomotives.....	16,936 96	26,304 35	43,241 31
Wages of other Trainmen.....	139,243 20	286,501 43	425,744 63
All other Train supplies.....	17,423 43	31,633 03	49,056 46
Wages of Switchmen, Flagmen and Watchmen.....	55,665 03	255,476 25	311,142 18
Expense of Telegraph, including Train Dispatchers and Operators.....	26,411 39	41,058 23	67,469 62

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Wages of Station Agents, Clerks and Laborers.....	\$105,106 30	\$358,068 49	\$463,174 79
Station Supplies.....	21,634 64	11,728 74	33,363 38
Car Mileage—Balance.....	27,181 36	187,586 66	214,768 02
Loss and Damage.....	6,299 21	34,119 93	40,419 14
Injuries to Persons.....	10,533 87	19,798 22	30,332 09
Total.....	\$896,239 42	\$2,116,899 75	\$3,013,139 17
General Expenses:			
Salaries of Officers.....	24,424 12	45,810 82	70,234 94
Salaries of Clerks.....	29,854 98	71,211 93	101,066 91
General Office Expenses and Supplies.....	8,411 49	13,614 18	22,025 67
Agencies, including Salaries and Rent.....	6,911 09	2,758 85	9,669 94
Advertising.....	16,273 79	254 00	16,527 79
Insurance.....	5,781 36	20,113 18	25,894 54
Expense of Fast Freight Lines		48,062 87	48,062 87
Expense of Traffic Associations	376 68	3,717 47	4,094 15
Expense of Stock Yards and Elevators.....		101,119 15	101,119 15
Rents not otherwise provided for.....	5,190 12	8,057 96	13,248 08
Legal Expenses.....	6,603 78	9,812 38	16,416 16
Stationery and Printing.....	13,154 00	24,722 94	37,876 94
Other General Expenses.....	3,226 96	5,052 56	8,279 52
Total.....	\$123,208 37	\$354,308 29	\$477,516 66
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	353,132 14	538,987 33	892,119 47
Maintenance of Equipment..	206,217 26	523,704 55	729,921 81
Conducting Transportation..	896,239 42	2,116,899 75	3,013,139 17
General Expenses.....	123,208 37	354,308 29	477,516 66
Grand Total.....	\$1,578,797 19	\$3,533,899 92	\$5,112,697 11
Percentage of Expenses to Earn- ings—Entire Line.....			69.597

No division of Expenses made between Vermont and Entire Line.

RENTALS PAID.

Name of Road.	Interest on Bonds Guaranteed	Dividends on Stock Guaranteed	Cash.	Total.
Vermont and Massachusetts Railroad.....	\$50,000 00	\$191,580 00	\$3,000 00	\$244,580 00
Troy and Bennington Railway.....			15,400 00	15,400 00
Monadnock Railroad....			1,000 00	1,000 00
Total Rents.....	\$50,000 00	\$191,580 00	\$19,400 00	\$260,980 00

COMPARATIVE GENERAL BALANCE SHEET.

Total June 30, 1891.	Assets.	Total June 30, 1892.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$37,378,257 78	Cost of Road.....	\$37,610,801 89	\$232,544 11	
3,816,836 35	Cost of Equipment	3,946,940 47	130,104 12	
157,260 00	Stocks of other companies owned.....	157,360 00	100 00	
90,600 00	Bonds of other companies owned.....			\$90,600 00
1,532,268 57	Vermont and Massachusetts Improvements	1,544,526 91	12,258 34	
2,890,285 76	Cash and Current Assets.	3,089,077 11	258,791 35	
1,012,418 09	Other Assets: Materials and Supplies.....	675,840 35		336,577 74
\$46,817,926 55	Grand Total...	\$47,024,546 73	\$633,797 92	\$427,177 74

GENERAL BALANCE SHEET—*Continued.*

Total June 30, 1891.	Liabilities.	Total June 30, 1892.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$23,497,600 00	Capital Stock.....	\$23,497,600 00		
20,801,600 00	Funded Debt.....	20,821,000 00	\$19,400 00	
1,732,877 72	Current Liabilities	1,777,031 53	44,153 81	
233,219 00	Accrued Interest on Funded Debt not yet payable.....	244,406 50	11,187 50	
131,840 76	Accrued Taxes not yet payable.....	147,660 65	15,819 89	
68,545 00	Accrued rent of R'd not yet payable..	60,145 00		\$8,400 00
79,046 00	Improvement Fund	203,505 94	124,458 98	
273,197 11	Profit and Loss....	273,197 11		
\$46,817,926 55	Grand Total...	\$47,024,546 73	\$215,020 18	\$8,400 00

IMPORTANT CHANGES DURING THE YEAR.

\$110,000 Fitchburg Railroad 5% 10 year Bonds issued.

\$90,600 B. & G. Railroad 2d mortgage, 3%, paid and cancelled June 30, 1892.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company and the National Express Company operate over this road.

Mails are carried at certain rates per mile, based on weight as established by the Post-Office Department.

Cars of the Pullman Palace Car Company and of the Wagner Palace Car Company run over this road.

The Greenwich and Johnsonville Railroad Company for interchange of passengers and freight.

Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.		
	From	To	Miles
B., B. & G. R. R. 1st M't'ge, 7 per cent..	Worcester	Winchendon.	36
" " " 5 " "	"	"	36
" " 2d " 3 " "	"	"	36
" " 3d " 6 " "	"	"	36
B., H. T. and W. Ry. Debrs., 5 per cent.....	Rotterdam Junction	Vt. and Mass. State Line.	61.22
T. & B. R. R. 1st M't'ge, 7 per cent....	Troy	Vt. and N. Y. State Line.	34.74

Hoosac Tunnel Dock and Elevator mortgage note on Wharves, Elevator and Warehouse in Charlestown.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	21	6,573	\$75,882 61	\$11 54
General Office Clerks.....	125	39,246	76,616 24	1 95
Station Agents.....	130	40,970	75,373 40	1 84
Other Station Men.....	401	125,822	230,194 53	1 83
Enginemen.....	277	90,025	310,691 95	3 45
Firemen.....	274	85,762	170,336 98	1 99
Conductors.....	238	74,660	204,613 66	2 74
Other Trainmen.....	629	197,446	377,105 20	1 91
Machinists.....	144	45,322	106,412 61	2 33
Carpenters.....	247	77,647	172,183 44	2 22

EMPLOYES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Other Shopmen.....	219	68,735	\$136,778 73	\$1 99
Section Foremen.....	94	9,516	68,364 90	2 32
Other Trackmen.....	659	207,069	299,728 70	1 45
Switchmen, Flagmen and Watchmen.	273	86,245	121,873 53	1 42
Telegraph Operators and Dispatchers.	102	31,949	55,614 16	1 74
All other Employes and Laborers. . .	1288	401,058	714,281 00	1 78
Total (Including "General Officers")	5121	1,607,945	\$3,196,052 44	\$1 99
Less "General Officers".....	21	6,573	75,882 61	11 54
Total (Excluding "General Officers")	5100	1,601,372	\$3,120,169 83	\$1 95
Distribution of Above:				
General Administration.....	146	45,819	152,498 85	3 33
Maintenance of Way and Structures.....	1075	336,849	546,664 05	1 62
Maintenance of Equipment.....	1254	392,133	772,575 68	1 97
Conducting Transportation.....	2646	833,144	1,724,373 86	2 07
Total (Including "General Officers")	5121	1,607 945	\$3,196,052 44	\$1 99
—Entire Line.....	21	6,573	75,882 61	11 54
Total (Excluding "General Officers")	5100	1,601,372	\$3,120,169 83	\$1 95
—Entire Line.....				

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers car- ried earning revenue.....	7,342,031			
Number of passengers car- ried one mile.....	109,802,633			
Average distance carried. ..	14.97 miles			
Total passenger revenue....		2,104,154	15	
Average amount received from each passenger.....			28	6.6
Average receipts per passen- ger per mile			01	9.2
Estimated cost of carrying each passenger one mile..			01	4.38
Total passenger earnings....		2,369,185	99	
Passenger earnings per mile of road.....		5,429	92	
Passenger earnings per train mile.....		1	06	5.9
Freight Traffic:				
Number of tons carried of freight earning revenue..	4,570,377			
Number of tons carried one mile	496,160,278			
Average distance haul of one ton.....	109 miles			
Total freight revenue.....		4,591,008	22	
Average amount received for each ton of freight....		1	00	4.5
Average receipts per ton per mile.....			00	9.25
Estimated cost of carrying one ton one mile..			00	7.12
Total freight earnings.....		4,856,673	90	
Freight earnings per mile of road.....		11,130	99	
Freight earnings per train mile.....		1	43	1.3
Passenger and Freight:				
Passenger and freight reve- nue.....		6,695,162	37	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mill.
Passenger and freight reve- nue per mile of road		15,344	61	
Passenger and freight earn- ings		7,225,859	89	
Passenger and freight earn- ings per mile of road		16,560	91	
Gross earnings from opera- tion		7,346,086	80	
Gross earnings from opera- tion per mile of road		16,836	46	
Expenses		5,112,697	11	
Expenses per mile of road . .		11,717	77	
Train Mileage :				
Miles run by passenger trains	2,222,574			
Miles run by freight trains)	3,393,162			
Miles run by mixed trains)				
Total Mileage Trains Earning Revenue	5,615,736			
Miles run by switching trains	1,072,004			
Miles run by construction and other trains	71,065			
Grand Total Train Mile- age	6,758,805			
Mileage of loaded freight cars—East	31,209,885			
Mileage of loaded freight cars—West	15,771,588			
Mileage of empty freight cars—East	2,366,087			
Mileage of empty freight cars—West	17,190,224			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	23,490	474,360	497,850	10.89
Flour.....	6,837	211,801	218,638	4.78
Other Mill Products.....	6,617	115,469	122,086	2.67
Hay.....	15,329	113,389	128,718	2.83
Tobacco.....	662	1,387	2,049	.05
Cotton.....	8,820	61,028	69,848	1.53
Fruit and Vegetables.....	34,409	40,571	74,980	1.64
Products of Animals :				
Live Stock.....	11,359	273,577	284,936	6.24
Dressed Meats.....	3,198	114,776	117,974	2.58
Other Packing-house Products..	2,536	64,496	67,032	1.47
Poultry, Game and Fish.....	7,168	1,834	9,002	.20
Wool.....	7,940	20,412	28,352	.63
Hides and Leather.....	11,580	24,619	36,199	.79
Products of Mines :				
Anthracite Coal.....	5,183	371,721	376,904	8.25
Bituminous Coal.....	441	448,985	449,426	9.83
Coke.....	221	13,541	13,762	.30
Ores.....	31,982	2,427	34,409	.75
Stone, Sand and other like arti- cles.....	88,227	104,363	192,590	4.21
Products of Forests :				
Lumber.....	83,374	251,397	334,771	7.33
Manufactures :				
Petroleum and other Oils.....	7,610	52,007	59,617	1.30
Sugar.....	17,425	2,427	19,852	.43
Naval Stores.....	1,434	3,121	4,555	.10
Iron, Pig and Bloom.....	59,773	71,431	131,204	2.87
Iron and Steel Rails.....	16,542	4,161	20,703	.45
Other Castings and Machinery..	34,629	33,635	68,264	1.49

FREIGHT TRAFFIC MOVEMENT—*Continued.*

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Bar and Sheet Metal.....	12,903	16,344	29,247	.64
Cement, Brick and Lime.....	85,249	48,546	133,795	2.93
Agricultural Implements.....	21,946	1,040	22,986	.50
Wagons, Carriages, Tools, etc..	2,537	4,508	7,045	.15
Wines, Liquors and Beers.....	8,050	18,031	26,081	.57
Household Goods and Furniture	20,069	15,951	36,020	.79
Merchandise.....	160,240	86,690	246,930	5.40
Miscellaneous: Other commod- ities not mentioned above....	305,052	399,500	704,552	15.43
Total Tonnage—Entire Line..	1,102,832	3,467,545	4,570,377	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		110	105	Compr'sed Air	1	Wilkins.
Freight.....		79	72	"		
Switching.....	1	33	9	"		
Leased.....		9				
Total Locomotives.....	— 1	222	186		1	
Cars in Passenger Service:						
First-class Passenger Cars.....	11	171	171	Westinghouse	171	Miller Hook.
Combination Passenger Cars.....		31	31	"	31	"
Baggage, Express and Postal Cars..		51	51	"	51	"
Other Cars in Passenger Service....		2	2	"	2	"
Total.....	11	255	255		255	
Cars in Freight Service:						
Box Cars.....Dec.	113	4,004	542	Westinghouse	{ 4 2 89 303 251 18	{ Drexel. Gould. Dowling. Safford. " Cowle.
Flat Cars.....	17½	875	16	"		

DESCRIPTION OF EQUIPMENT—Continued.

Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Freight Service:						
Stock Cars.....	20	236	99	Westinghouse.	54	Safford.
Coal Cars.....Dec.	1	653			43	"
Other Cars.....Dec.	13	49				
Total.....Dec.	89½	5,817	657	Westinghouse.	764	
Cars in Company's Service:						
Gravel Cars.....	3	174				
Derrick Cars.....Dec.	1	22	13	"	2	Safford.
Caboose Cars.....	2	99			21	"
Other road Cars.....Dec.	5	22	1	"		
Total.....	5	317	14		23	
Cars contributed to Fast Freight Line Service:						
		1,640	508		{ 172	Safford.
					{ 89	Dowling.
					2	Gould.
					4	Drexel.
Grand Total Cars.....Dec.	83½	6,389	926		1,042	

MILEAGE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS. Steel.
	Main Line.	Branches and Spurs.			
Miles of single track...	249.25	123.23	63.84	436.32	436.32
Miles of second track..	98.51	.68	56.00	155.19	155.19
Miles of third track....	1.66			1.66	1.66
Miles of yard track and sidings	216.78		34.48	251.26	251.26
Total Mileage Operated (all tracks).....	(349.42 216.78)	123.91	154.32	844.43	844.43

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage, Exclud- ing Trackage Rights.	RAILS. Steel.
	Main Line.	Branches and Spurs.			
Massachusetts.....	104.81	74.48	58.80	238.09	238.09
New Hampshire	42.81	23.23		66.04	66.04
Vermont	12.16			12.16	12.16
New York	89.47	25.52	5.04	120.03	120.03
Total Mileage Operated (single track).....	249.25	123.23	63.84	436.32	436.32

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind,	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel.....	6,157	76 lbs.	\$31 20	Mostly Chestnut.....	297,086	42 cents.
Total Steel.....	6,157	76 lbs.	\$31 20	Total.....	297,086	42 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.	Hard.					
Passenger.....	56,297.2	218	56,297.2	2,222,574	54.5		
Freight.....	153,158.4	596	153,158.4	3,393,162	97.0		
Switching.....	21,720.0	85	21,720.0	1,072,004	24.9		
Construction.....	1,103.9	3	1,103.9	71,065	33.4		
Total.....	232,279.5	902	232,279.5	6,758,805	73.9		
Average Cost at distributing point.....	\$3.07½	\$4.25					

CHARACTERISTICS OF ROAD.

ANNUAL RETURNS.

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WORKING DIVISIONS OR BRANCHES.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
			Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.	Length of Level Line.	ASCENDING GRADES.			DESCENDING GRADES.		
							Number.	Sum of Ascents.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.
From	To	Miles.		Miles.	Miles.	Miles.	Feet.	Miles.	Feet.	Miles.	Feet.	Miles.
Boston.....	Fitchburg.....	49.60	68	15.43	34.17	6.1	706	28.0	15	284	15.5	
Fitchburg.....	Greenfield.....	55.67	100	27.54	28.13	6.5	763	17.2	12	995	31.9	
Watertown Junct.....	Walham.....	6.60	19	3.65	2.95	1.0	88	3.2	6	53	2.4	
South Acton.....	Marlboro.....	12.40	22	5.62	6.78							
Ayer.....	Greenville.....	23.53	52	9.78	13.75	4.0	687	16.1	10	90	3.4	
Ashburnham Junct.....	Ashburnham.....	2.59	11	1.88	1.26	.5	44	.8	6	66	1.2	
Turner's Falls Junct.....	Turner's Falls.....	2.90	4	.83	2.07	.5	27	1.3	4	16	.8	
Greenfield.....	State Line, Vt.....	44.10	103	18.24	25.86	3.6	726	27.0	4	344	13.5	
State Line.....	Troy.....	40.38	51	11.45	28.93	8.3	142	5.8	8	673	24.58	
State Line.....	Johnsonville.....	25.80	48	7.15	18.65	7.4	88	3.4	8	305	15.0	
Johnsonville.....	Rotterdam.....	35.50	53	13.02	22.48	3.4	333	12.6	5	405	19.5	
Saratoga Junct.....	Saratoga.....	17.60	24	6.59	11.01	2.4	345	10.0	4	182	5.2	
Schuyler Junct.....	Schuylerville.....	8.20	15	3.73	4.47	1.8	44	1.9	4	9	4.5	
Hoosac Junct.....	State Line, Vt.....	5.10	11	2.74	2.39	.7	167	4.3				
Worcester.....	Winchendon.....	36.00	117	17.35	18.65	4.4	923	21.0	20	412	10.6	
Ashburnham Junct.....	Bellows Falls.....	53.62	84	22.58	31.04	7.8	764	15.32	10	1,496	30.19	
Winchendon.....	Peterboro.....	15.80	52	7.50	8.30				22			
Total.....		435.39	834	174.53	260.79	58.4	5,847	167.92	138	5,330	178.27	

CHARACTERISTICS OF ROAD—*Continued.**Bridges :*

Number Iron.....	155
Aggregate length.....	14,427 feet
Minimum length.....	10 feet
Maximum length.....	1,954 feet
Number Wooden.....	65
Aggregate length.....	6,045 feet
Minimum length.....	10 feet
Maximum length.....	876 feet

Trestles :

Number.....	21
Aggregate length.....	7,464 feet
Minimum length.....	74 feet
Maximum length.....	799 feet

Tunnels :

Number.....	2
Minimum length.....	418 feet
Maximum length.....	25,081 feet

Overhead Highway Crossings :

Number Bridges.....	72
Height of lowest above surface of rail.....	14 feet, 6 inches

Overhead Railway Crossings :

Number Bridges.....	8
Height of lowest above surface of rail.....	15 feet

Gauge of Track : 4 feet, 9 inches.

Telegraph :

Owned and operated by this Company.....	131 miles of line
Owned and operated by this Company.....	381 miles of wire
Owned and operated by Western Union Telegraph Company.....	285 miles of line
Owned and operated by Western Union Telegraph Company.....	1,525 miles of wire
Owned and operated by Commercial Union Telegraph Company.....	5 miles of wire

CAR MILEAGE.

[Individuals, Co-operative Fast Freight Lines and Stock Companies, to which this company pays mileage for the use of cars.]

American Live Stock Transportation Company.
 American Refrigerator Transit Company.
 Anglo-American Refrigerator Car Company.
 Armour Packing Company.
 Armour Refrigerator Line.
 Arms Palace Horse Car Company.
 American Oil Works.

CAR MILEAGE—*Continued.*

American Oil Company.
Blue Line Transit Company.
Babcock, F. W., & Company.
Chicago Refrigerator Car Company.
Cutting Car Company.
Cudahy Packing Company.
Cornplanter Refrigerator Company.
Canada Cattle Car Company.
Continental Refining Company.
Cold Blast Transportation Company.
Climax Gasoline Company.
Cudahy Brothers.
Eastman Freight Car Heater Company.
Edwards, F. D.
Empire Line.
Erie Despatch.
Frost Proof Car Company.
Green Line.
Genesee Oil Works.
Holmes, A. S.
Havens, C. B., & Company.
Hammond Refrigerator Company.
Hicks Stock Car Company.
International Oil Works.
Independent Refining Company.
Iron Car Express Coal Company.
International Packing Company.
Keystone Palace Horse Car Company.
Kansas City Refrigerator Car Company.
Lipton Express Refrigerator Line.
Merchants' Despatch Transportation Company.
Midland Line.
Morris Refrigerator Line.
Muir Oil Company.
Merriam & Morgan Par, Company.
Manhattan Oil Company.
National Despatch.
National Linseed Oil Company.
National Oil Company.
Pennsylvania Refining Company.
Peerless Refining Company.
Ramage, S. Y.
Red Line Transit Company.
Richmond Iron Works.
Southern Iowa Car Company.
Shawnee Oil Company.
Sun Line Oil Company.
St. Louis Refrigerator Car Company.
Standard Oil Company.
Street's Stable Car Lines.
Swift Refrigerator Transportation Company.
Tiffany Refrigerator Company.
Union Line.
Union Refrigerator Transit Company.

Washington Refining Company.
Western Car Company.
Westmoreland Coal Company.
White Line Transit Company.
Wells, F. E., & Company.

STATE OF MASSACHUSETTS, }
County of Suffolk. } ss:

We, the undersigned, Henry S. Marcy, President, and C. S. Anthony, General Auditor, of the Fitchburg Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

H. S. MARCY, *President.*

C. S. ANTHONY, *General Auditor.*

Subscribed and sworn to before me,
this 16th day of September, 1892.

EDMUND D. CODMAN, *Notary Public.*

ANNUAL REPORT

OF THE

HOOSAC TUNNEL AND WILMINGTON RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Hoosac Tunnel and Wilmington Railroad Company.

Date of organization: December 28, 1886.

Organized under the General Laws of Massachusetts: Authorized to issue increased stock and bonds, granted under Chapter 208 of the Acts of the General Court of Massachusetts, of 1891; amended by Chapter 26 of the Acts of the General Court of Massachusetts, of 1892.

Hoosac Tunnel and Wilmington Railroad Company, chartered under State of Massachusetts, Dec. 28, 1886, amended as above.

Deerfield River Company, chartered under State of Vermont, April 11, 1883.

Deerfield Valley Railroad Company, chartered under State of Vermont, Oct. 31, 1890.

Date and authority for each consolidation: January 1, 1892. Under Chapter 208 of the Acts of General Court of Massachusetts, of 1891; amended by Chapter 26 of the Acts of the General Court of Massachusetts, of 1892; also, in the charter of the Deerfield Valley Railroad Company, under State of Vermont, Oct. 31, 1890.

Not a reorganized company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Expiration of Term.
Daniel H. Newton.....	Holyoke, Mass.....	In October.
Moses Newton.....	" "	
John C. Newton.....	" "	
James Ramage.....	" "	
George W. Millar.....	New York City.....	

Total number of stockholders at date of last election: Six.

Date of last meeting of stockholders for election of directors: May 25, 1891.

Post-office address of general office: Holyoke, Mass.

Post-office address of operating office: Readsboro, Vt.

OFFICERS.

President—Daniel H. Newton, Holyoke, Mass.
 Vice-President—James Ramage, Holyoke, Mass.
 Secretary—James S. Newton, Holyoke, Mass.
 Treasurer—John C. Newton, Holyoke, Mass.
 Auditor—James S. Newton, Holyoke, Mass.
 Superintendent—Moses Newton, Holyoke, Mass.
 Asst. Superintendent—J. W. Stiffler, Readsboro, Vt.
 General Passenger Agent—W. B. McClellan, Readsboro, Vt.

PROPERTY OPERATED.

Hoosac Tunnel and Wilmington Railroad, from Hoosac Tunnel, Mass., to Wilmington, Vt., 24.50 miles.

CAPITAL STOCK.

Capital Stock, Common: Number of shares authorized, 2,500; par value of shares, \$100; total par value authorized, \$250,000; total amount issued and outstanding, \$210,000. No dividends declared during year.

Issued for Cash, Common: Total number shares issued, 2,100; total, cash realized, \$210,000.

Issued for Deerfield Valley Railroad on consolidation, Common: Number of shares issued during year, 1,600; cash realized on amount issued during year, \$160,000.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Bills Receivable.....	\$1,425 07	Loans and Bills Pay- able.....	\$201,139 65
Due from Agents.....	1,447 96	Audited Vouchers and Accounts.....	1,228 23
Net Traffic Balances due from other Companies.	647 63	Wages and Salaries.....	97 36
Due from Solvent Com- panies and Individuals.	3,822 81	Net Traffic Balances due to other Companies...	195 80
Other Cash Assets.....	2 75	Cash Overdrawn.....	2,053 45
Balance—Current Liabil- ities.....	197,368 27		
Total.....	\$204,714 49	Total.....	\$204,714 49

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportion- ment to Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$210,000 00	\$210,000 00	24.50	\$8,571 43
Total.....	\$210,000 00	\$210,000 00	24.50	\$8,571 43

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Hoosac Tunnel & Wilmington Railroad.	\$210,000 00	\$204,714 49	\$414,714 49	24.50	\$16,927 13
Total.....	\$210,000 00	\$204,714 49	\$414,714 49	24.50	\$16,927 13

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost per Mile of Road.
Construction:				
Grading and Bridge and Culvert Masonry.....	\$21,919 53			
Rails.....	1,107 86			
Buildings, Furniture & Fixtures.....	1,769 45			
Shop Machinery and Tools.....	1,015 23			
Purchased of constructed road,—Deerfield Valley R. R. consolidated with H. T. & W. R. R., Jan. 1, 1892.....	223,000 00			
Other items.....	400 00			
Total Construction.	\$249,212 05	\$112,840 80	\$362,052 85	
Equipment:				
Purchased at time of consolidat'n, Jan. 1, '92	42,000 00			
Locomotives.....	250 00			
Passenger Cars.....	1,943 00			
Freight Cars.....	2,000 00			
Total Equipment...	\$46,193 00		\$46,193 00	
Grand Total Cost Construction, Equipment, Etc.....	\$295,405 05	\$112,840 80	\$408,245 85	
Total Cost Construction, Equipment, Etc., State of Vermont.....			\$248,245 85	

INCOME ACCOUNT.

Gross Earnings from Operation	\$31,268 72	
Less Operating Expenses.....	21,560 61	
Income from Operation.....	\$9,708 11	
Miscellaneous Income—less Expenses.....	757 98	
Total Income.....		\$10,466 09
Deductions from Income:		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for.....	\$6,796 12	
Taxes.....	303 91	
Other Deductions, rental Deerfield River Co. R. R., June 30, 1891, to Dec. 31, 1891, when road was purchased by D. V. R. R. Co.....	1,146 32	
Total Deductions from Income.....		8,246 35
Net Income.....		\$2,219 74
Surplus from Operations of Year ending June 30, 1892.....		2,219 74
Deficit on June 30, 1891.....		3,029 66
Additions for Year, Rebate of Interest.....		\$1,687 50
Surplus on June 30, 1892.....		\$877 58

EARNINGS FROM OPERATION—Entire Line.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$8,807 84	
Total Passenger Revenue.....		\$8,807 84
Mail	928 93	
Express.....	586 90	1,515 83
Total Passenger Earnings.....		\$10,323 67
Freight:		
Freight Revenue.....	\$20,945 05	
Total Freight Revenue.....		20,945 05
Total Freight Earnings.....		\$20,945 05
Total Gross Earnings from Operation— Entire Line.....		\$31,268 72

MISCELLANEOUS INCOME.

Gross income, \$1,373.80; less expenses, \$615.92; net miscellaneous income, \$757.98.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$1,031 97	\$3,095 91	\$4,127 88
Renewals of Ties.....	202 01	606 05	808 06
Repairs of Buildings.....	30 75	92 24	122 99
Repairs of Telegraph.....	10 75	32 25	43 00
Total.....	\$1,275 48	\$3,826 45	\$5,101 93
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	79 50	238 48	317 98
Repairs and renewals of Passenger Cars.....	35 43	106 28	141 71
Repairs and renewals of Freight Cars.....	195 97	587 90	783 87
Rental Equipment from June 30, 1891, to December 31, 1891, when same was purchased.....	300 00	900 00	1,200 00
Total.....	\$610 90	\$1,832 66	\$2,443 56
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	523 02	1,569 06	2,092 08
Fuel for Locomotives.....	661 31	1,983 92	2,645 23
All other Supplies for Locomotives.....	81 11	243 32	324 43
Wages of other Trainmen.....	260 14	780 41	1,040 55
All other train supplies.....	20 26	60 77	81 03
Wages of Station Agents, Clerks and Laborers.....	866 38	2,599 14	3,465 52
Station Supplies.....	103 95	311 85	415 80
Loss and Damage.....		264 34	264 34
Injuries to Persons.....	236 26		236 26
Total.....	\$2,752 43	\$7,812 81	\$10,565 24

RAILROAD COMMISSIONERS' REPORT.
OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers and Clerks...	\$268 40	\$805 19	\$1,073 59
Advertising	26 45	79 35	105 80
Insurance.....	126 25	378 75	505 00
Legal Expenses.....	8 89	26 64	35 53
Stationery and Printing.....	267 86	803 55	1,071 41
Other General Expenses.....	164 64	493 91	658 55
Total.....	\$862 49	\$2,587 39	\$3,449 88
Recapitulation of Expenses :			
Maintenance of Way and Structures	\$1,275 48	\$3,826 45	\$5,101 93
Maintenance of Equipment.....	610 90	1,832 66	2,443 56
Conducting Transportation.....	2,752 43	7,812 81	10,565 24
General Expenses.....	862 49	2,587 39	3,449 88
Grand Total.....	\$5,501 30	\$16,059 31	\$21,560 61

No record kept for State of Vermont.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending June 30, '92.	
			Increase.	Decrease.
\$112,840 80	Cost of Road.....	\$362,052 85	\$249,212 05	
	Cost of Equipment..	46,193 00	46,193 00	
999 00	Cash and Current Assets.....	7,346 22	6,347 22	
3,029 66	Profit and Loss.....			\$3,029 66
\$116,869 46	Grand Total.....	\$415,592 07	\$301,752 27	\$3,029 66

COMPARATIVE GENERAL BALANCE SHEET—*Continued.*

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892. Increase.
\$50,000 00	Capital Stock.....	\$210,000 00	\$160,000 00
66,869 46	Current Liabilities.....	204,714 49	137,845 03
	Profit and Loss.....	877 58	877 58
\$116,869 46	Grand Total.....	\$415,592 07	\$298,722 61

IMPORTANT CHANGES DURING THE YEAR.

Five wooden culverts displaced by five iron tubes.

Surrendered the lease of the Deerfield River Co. R. R. and rolling stock, January 1, 1892.

The Deerfield Valley Railroad purchased the railroad belonging to the Deerfield River Co., from the Massachusetts State line to Readsboro.

The Hoosac Tunnel and Wilmington R. R. from Hoosac Tunnel to the Vermont State line and the Deerfield Valley R. R. from the Massachusetts State line to Willmington, including branches, were consolidated under the name of the Hoosac Tunnel and Wilmington R. R. under date of January 1, 1892.

Issued \$160,000 of new stock.

CONTRACTS, AGREEMENTS, ETC.

Contract with the United States Post-Office Department at the rate of \$42.75 per mile per annum, for carrying mails.

Contract with the Western Union Telegraph Company, by which the railroad furnishes the poles and right of way and the Telegraph Company the wire and instruments and has use of line.

EMPLOYES AND SALARIES—Entire Line.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers and Office Clerks....	2	600	\$1,073 59	\$1 78
Station Agents.....	3	655	1,212 64	1 85
Other Stationmen.....	5	119	2,048 81	1 72
Enginemen.....	2	598	1,071 50	1 79
Firemen.....	2	533	689 86	1 29
Conductors.....	2	503	757 90	1 51
Other Trainmen.....	1	389	195 43	50
Machinists.....	1	144	293 25	2 04
Carpenters.....	1	133	227 75	1 71
Other Shopmen.....	1	132	224 35	1 70
Section Foremen.....	2	655	1,104 73	1 69
Other Trackmen.....	5	1,192	1,509 89	1 27
Switchmen, Flagmen and Watchmen..	1	164	209 92	1 28
Total (Including "General Officers").....	28		\$9,546 03	
Less "General Officers".....	2		1,073 59	
Total (Excluding "General Officers").....	26		\$8,472 44	
Distribution of Above:				
General Administration.....			1,073 59	
Maintenance of Way and Structures			2,824 54	
Maintenance of Equipment.....			745 85	
Conducting Transportation.....			5,976 14	
Total (Including "General Officers").....			\$10,619 62	
Less "General Officers".....			1,073 59	
Total (Excluding "General Officers").....			\$9,546 03	

No record kept for State of Vermont.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	25,616			
Number of passengers carried one mile.....	265,935			
Average distance carried.....	10.3816 miles.	8,807	84	
Total passenger revenue.....			34	3.84
Average amount received from each passenger.....			3	3.12
Average receipts per passen- ger per mile.....			2	0.68
Estimated cost of carrying each passenger one mile....		10,323	67	
Total passenger earnings.....		421	37	4.28
Passenger earnings per mile of road.....			36	5.92
Passenger earnings per train mile.....				
Freight Traffic:				
Number of tons carried of freight earning revenue....	17,265 ⁵⁴⁰ ₂₀₃₃			
Number of tons carried one mile.....	198,550			
Average distance haul of one ton.....	11.5 miles.	20,945	05	
Total freight revenue.....		1	21	3.13
Average amount received for each ton of freight.....			10	5.48
Average receipts per ton per mile.....			08	0.88
Estimated cost of carrying one ton one mile.....		20,945	05	
Total freight earnings.....		854	90	
Freight earnings per mile of road.....			74	3.12
Freight earnings per train mile.....				
Passenger and Freight:				
Passenger and freight reve- nue.....		29,752	89	
Passenger and freight revenue per mile of road.....		1,214	40	3.67

PASSENGER AND FREIGHT, AND TRAIN MILEAGE--*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earn- ings.....		31,268	72	
Passenger and freight earn- ings per mile of road.....		1,276	27	4.28
Gross earnings from opera- tion.....		31,268	72	
Gross earnings from opera- tion per mile of road.....		1,276	27	4.28
Expenses.....		21,560	61	
Expenses per mile of road..		880	02	4.89
Train Mileage:				
Miles run by mixed trains..	28,185			
Total Mileage Trains Earn- ing Revenue.....	28,185			
Average number of freight cars in train.....	4			
Average number of loaded cars in train.....	3			
Average number of empty cars in train.....	1			
Average number of tons of freight in train.....	12			
Average number of tons of freight in each loaded car.	3			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	TOTAL FREIGHT REVENUE.	
	Whole Tons.	Per Cent.
Products of Agriculture:		
Grain.....	1,265	7.86
Fruit and Vegetables.....	60	.35
Products of Animals:		
Hides and Leather.....	305	1.76
Products of Mines:		
Bituminous Coal.....	1,979	11.46
Products of Forest:		
Lumber.....	3,514	20.35
Wood Pulp and Paper Stock.....	8,353	48.38
Manufactures:		
Iron, Pig and Bloom.....	124	.71
Other Castings and Machinery.....	380	2.20
Cement, Brick and Lime.....	256	1.48
Merchandise.....	550	3.18
Miscellaneous: Other commodities not mentioned above.....	479	2.77
Total Tonnage—Entire Line.....	17,265	100.00

No record kept for State of Vermont.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped with Train Brake. Number.
Locomotives:			
Passenger and Freight.....		5	
Total Locomotives.....		5	
Cars in Passenger Service:			
First-class Passenger Cars.....		4	
Second-class Passenger Cars.....		3	3
Combination Passenger Cars.....	1	2	1
Excursion Cars.....		2	2
Total.....		11	
Cars in Freight Service:			
Box Cars.....	31	51	51
Flat Cars.....	40	56	56
Total.....		107	
Grand Total Cars.....		118	

Equipment Fitted with Automatic Coupler: 4 First-class Passenger Cars, 1 Combination Passenger Car.

MILEAGE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	New Line Constructed During Year.	Steel Rails.
	Main Line Owned	Branches and Spurs.			
Miles of single track.....	23.75	.75	24.50	13.00	24.50
Total Mileage Operated— (all tracks).....	23.75	.75	24.50	13.00	24.50

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Excluding Trackage Rights.	Rails. Steel.
	Main Line.	Branches and Spurs.		
Massachusetts.....	8.00		8.00	8.00
Vermont.....	15.75	.75	16.50	16.50
Total Mileage Operated (single track).....	23.75	.75	24.50	24.50

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main line, 23.75; Branches and spurs, .75; total mileage operated, 24.50; all steel rails.

NEW RAILS LAID DURING YEAR.

900 tons steel rails; weight, 60 pounds per yard; average price per ton at distributing point, \$25.

NEW TIES LAID DURING YEAR.

5,387 ties; average price at distributing point, 15 cents.
No record kept for State of Vermont.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Total number of tons of bituminous coal, 630 $\frac{1333}{1000}$; total number of miles run, 28,185; average pounds consumed per mile, 44.75; average cost at distributing point, \$3.85 per ton.

No record kept for State of Vermont.

CHARACTERISTICS OF ROAD.

Trestles:

Number.....	28
Aggregate length.....	493 feet
Minimum length.....	6 feet
Maximum length.....	96 feet

Overhead Railway Crossings:

Trestles.....	3
---------------	---

Gauge of Track: 3 feet.

TELEGRAPH OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 24.50; miles of wire, 23.75; operated by Western Union Telegraph Company.

STATE OF MASSACHUSETTS, } ss:
County of Hampden. }

We, the undersigned, Daniel H. Newton, President, and John C. Newton, Treasurer, of the Hoosac Tunnel and Wilmington Railroad Company, on our oath, do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

DANIEL H. NEWTON, *President*,
JOHN C. NEWTON, *Treasurer*.

Subscribed and sworn to before me,
this 10th day of September, 1892.

FRED. F. PARTRIDGE, *Notary Public*.

ANNUAL REPORT
OF THE
LEBANON SPRINGS RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Lebanon Springs Railroad, Wm. V. Reynolds, Receiver.

Date of organization: March 25, 1852.

Organized under the laws of the States of New York and Vermont.

If a consolidated company, name the contingent companies. Give reference to each, and all amendments to same.

Lebanon Springs Railroad as above, under General Laws and by Special Acts of the State of New York, covering a period of several years: New York and Vermont Railway Company, under an act of the Legislature of the State of Vermont, approved November 3, 1865, and being No. 134 of the laws of that year, and several acts supplementary thereto and amendatory thereof.

Date and authority of each consolidation: Acts of the Legislatures of the States of Vermont and New York: Laws of New York passed February 26, 1867; Laws of Vermont passed March 28, 1867.

In process of reorganization.

ORGANIZATION.

Names of Directors not known. Receiver unable to find the records of the Company.

Total number of stockholders at date of last election: No information.

Date of last meeting of stockholders for election of directors: No information.

Post-office address of general office: Bennington, Vt.

Post-office address of operating office: Bennington, Vt.

OFFICERS.

Receiver—William V. Reynolds, Bennington, Vt.

Superintendent—E. D. Bennett, Bennington, Vt.

General Passenger Agent and General Freight Agent—Joseph Child, Bennington, Vt.

Auditor—William H. Hawkins, Bennington, Vt.

PROPERTY OPERATED.

Lebanon Springs Railroad, from Chatham, N. Y., to Bennington, Vt., 57.10 miles.

CAPITAL STOCK.

Common: Par value of shares, \$100; total par value authorized, \$2,000,000. Total amount issued and outstanding, not known.

FUNDED DEBT.

First Mortgage Bonds, issued July, 1867, due July, 1897; amount of authorized issue, \$2,000,000; all issued and outstanding; rate, 7%, payable July 1; amount accrued during year, \$140,000.

These bonds bear date July 1, 1867, payable July 1, 1897. The Receiver concludes from inspection of bond in his possession that interest has been paid to the first day of July, 1870. He is not certain of this, however, and has no means of verifying this statement. If his supposition is true, the interest due and unpaid should be interest on \$2,000,000 Bonds, 22 years at 7%, or \$3,080,000.

This Railroad has been in the hands of a receiver twice since 1880. Interest on the Bonds has not been called for or considered in Receiver's accounting—the whole matter of the validity of the Bonds and Receiver's Certificates being in litigation. This has been done under advice of counsel and will be adhered to until the Receiver is advised differently.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds, amount issued, \$2,000,000; amount outstanding, \$2,000,000; amount of interest accrued during year, \$140,000; nothing paid during year.

RECEIVER'S CERTIFICATES.

Issued November 16, 1891; amount issued and outstanding, \$15,000; amount of interest accrued during year, \$562.50; amount paid during year, nothing; rate 6%.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$4,508 98	Receiver's Certificates...	\$15,000 00
Due from Agents.....	2,024 06	Loans and Bills Payable..	2,000 00
Net Traffic Balances due from other Companies..	878 94	Audited Vouchers and Accounts.....	1,464 26
Due from Solvent Com- panies and Individuals..	3,837 62	Wages and Salaries.....	3,720 17
Other Cash Assets.....	899 16	Net Traffic Balances due to other Companies....	941 61
Balance—Current Liabil- ities.....	12,719 32	Matured Interest Coupons Unpaid.....	562 50
		Miscellaneous.....	1,179 54
Total.....	\$24,868 08	Total.....	\$24,868 08

Materials and Supplies on hand, \$3,691.80.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Included in Op- erating Ex- penses.
Construction:	
Fences.....	\$1,837 90
Bridges and Trestles.....	949 48
Rails.....	703 12
Ties.....	3,409 86
Buildings, Furniture and Fixtures.....	500 00
Total Construction.....	\$7,400 36

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$60,910 69	
Less Operating Expenses.....	70,103 01	
Deficit.....		\$9,192 32
Miscellaneous Income—less Expenses.....	\$570 26	
Income from Other Sources.....		570 26
Deficit.....		\$8,622 06
Deductions from Income:		
Interest on Interest-bearing Current Liabili- ties accrued, not otherwise provided for.....	\$562 50	
Taxes.....	516 09	
Total Deductions from Income.....		\$1,078 59
Deficit.....		\$9,700 65
Deficit from Operations of Year ending June 30, 1892.....		9,700 65
Surplus on June 30, 1891.....		1,856 73
Deductions for Year.....		683 60
Deficit on June 30, 1892.....		\$9,027 52

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repaym'ts Etc.	Actual Earnings.
Passenger :			
Passenger Revenue.....	\$20,339 49		
Total Passenger Revenue...			\$20,339 49
Mail			3,596 64
Express.....			900 00
Total Passenger Earnings...			\$24,836 13
Freight :			
Freight Revenue.....	\$35,428 56		
Overcharge to Shippers.....		\$128 00	
Total Deductions		\$128 00	
Total Freight Revenue.....			35,300 56
Total Passenger and Freight Earnings.....			\$60,136 69
Other Earnings from Operation:			
Switching charges—Balance.....	\$774 00		
Total Other Earnings.....			774 00
Total Gross Earnings from Operation—Entire Line ..			\$60,910 69

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Sale of Old Material.....	\$289 86	\$289 86
Ground rents at Chatham, N. Y., paid by Electric Light Co.....	10 00	10 00
Interest.....	270 40	270 40
Total.....	\$570 26	\$570 26

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway.....	\$5,801 57	\$11,603 14	\$17,404 71
Renewals of Rails.....	234 37	468 75	703 12
Renewals of Ties.....	1,136 62	2,273 24	3,409 86
Repairs of Bridges and Culverts.....	316 49	632 99	949 48
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	612 63	1,225 27	1,837 90
Repairs of Buildings.....	263 43	526 88	790 31
Repairs of Telegraph.....	91 52	183 05	274 57
Total.....	\$8,456 63	\$16,913 32	\$25,369 95
Maintenance of Equipment :			
Repairs and renewals of Locomo- tives.....	1,064 01	2,128 03	3,192 04
Repairs and renewals of Passenger Cars.....	1,165 77		1,165 77
Repairs and renewals of Freight Cars.....		1,910 25	1,910 25
Shop Machinery, Tools, Etc.....	1 33	2 67	4 00
Total.....	\$2,231 11	\$4,040 95	\$6,272 06
Conducting Transportation :			
Wages of Enginemen, Firemen and Round-housemen.....	1,471 43	2,942 86	4,414 29
Fuel for Locomotives.....	2,316 03	4,632 07	6,948 10
Water-supply for Locomotives.....	115 14	230 29	345 43
All other Supplies for Locomotives...	172 55	345 12	517 67
Wages of other Trainmen.....	1,742 08	3,484 16	5,226 24
All other Train Supplies.....	36 25	72 51	108 76
Wages of Switchmen, Flagmen and Watchmen.....	754 33	1,508 77	2,263 10
Expense of Telegraph, including Train Dispatchers and Operators...	120 00	240 00	360 00
Wages of Station Agents, Clerks and Laborers.....	1,733 00	3,467 00	5,200 00
Station Supplies.....	74 67	149 34	224 01
Car Mileage—Balance.....	200 00	1,328 54	1,528 54
Loss and Damage.....	48 03	96 08	144 11
Injuries to persons.....	104 83	209 67	314 50
Other Expenses, Hire of Locomotives	1,455 33	2,910 67	4,366 00
Total.....	\$10,343 67	\$21,617 08	\$31,960 75

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers	\$1,420 00	\$2,840 00	\$4,260 00
General Office Expenses and Sup- plies	199 59	399 18	598 77
Rents for Tracks, Yards and Termi- nals	63 33	126 67	190 00
Rents not otherwise provided for.....	66 64	133 28	199 92
Legal Expenses	75 98	151 98	227 96
Stationery and Printing.....	91 17	182 35	273 52
Other General Expenses.....	250 02	500 06	750 08
Total	22,166 73	\$4,333 52	\$6,500 25
Recapitulation of Expenses :			
Maintenance of Way and Structures..	8,456 63	16,913 32	25,369 95
Maintenance of Equipment.....	2,231 11	4,040 95	6,272 06
Conducting Transportation.....	10,343 67	21,617 08	31,960 75
General Expenses.....	2,166 73	4,333 52	6,500 25
Grand Total.....	\$23,198 14	\$46,904 87	\$70,103 01
Percentage of Expenses to Earnings— Entire Line	38	77	115

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.
Terminals:		
Chatham, N. Y.....	M. & A. Best.....	\$40 00
Petersburg Junct., N. Y..	Fitchburg R. R. Co.....	120 00
Bennington, Vt.....	Estate of M. Robinson, deceased...	30 00
Grand Total Rents...		\$190 00

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending June 30, 1892.	
			Increase.	
\$8,222 37	Cash and Current Assets.....	\$12,148 76	\$3,926 39	
3,431 46	Other Assets: Materials and Supplies.....	3,691 80	260 34	
	Profit and Loss.....	9,027 52		
\$11,653 83	Grand Total.....	\$24,868 08	\$4,186 73	
June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$10,297 10	Current Liabilities.....	\$24,868 08	\$14,570 98	
1,356 73	Profit and Loss.....			\$13,214 25
\$11,653 83	Grand Total.....	\$24,868 08	\$14,570 98	\$13,214 25

IMPORTANT CHANGES DURING THE YEAR.

No changes, physical or otherwise, have been made during the year.

CONTRACTS, AGREEMENTS, ETC.

The National Express Company pays \$900 per annum for transportation of express matter.

The United States Post-Office Department pays \$3,596.64 per annum for transportation of mails.

No other contracts.

EMPLOYES AND SALARIES—Entire Line.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers :				
Superintendent	1	313	\$1,200 00	\$3.83386
Gen. Pass. and Freight Agent.	1	313	1,200 00	3.83386
Master Mechanic.....	1	313	1,200 00	3.83386
Road Master.....	1	313	960 00	3.06709
General Office Clerks :				
Auditor	1	313	900 00	2.87539
Clerk	1	313	480 00	1.53322
Timekeeper	1	313	480 00	1.53322
Station Agents (two without pay)	16	4,372	5,558 75	1.24857
Enginemen.....	5	1,101	2,920 61	2.65268
Firemen.....	4	991	1,700 15	1.71559
Conductors.....	3	875	2,134 01	2.43886
Other Trainmen.....	7	1,864	3,092 23	1.65892
Machinists.....	8	1,752	3,623 94	2.06845
Carpenters.....	2	609	1,302 53	2.13880
Other Shopmen.....	2	621	848 90	1.36698
Section Foremen.....	11	3,443	5,340 00	1.55097
Other Trackmen.....	36	9,050	9,948 94	1.09910
Switchmen, Flagmen and Watch- men.....	6	1,773	2,216 20	1.19357
Telegraph Operators and Dis- patchers.....	3	939	420 00	0.44728
Total (Including "General Officers")—Entire Line....	110	29,581	\$45,524 26	\$1.53903
Less "General Officers".	5	1,565	5,460 00	3.48880
Total (Excluding "General Officers")—Entire Line..	105	28,016	\$40,064 26	\$1.43004
Distribution of Above :				
General Administration.....	5	1,565	5,460 00	3.48880
Maintenance of Way and Structures.....	50	13,415	17,549 47	1.30826
Maintenance of Equipment...	11	2,686	4,472 84	1.66524
Conducting Transportation...	44	11,915	18,041 95	1.51422
Total (Including "General Officers")—Entire Line...	110	29,581	\$45,524 26	\$1.53903

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried	65,150			
earning revenue.....				
Number of passengers carried	667,983			
one mile.....	10.40			
Average distance carried.....		20,339	49	
Total passenger revenue.....				
Average amount received from			31	2.19
each passenger.....				
Average receipts per passenger			03	
per mile.....				
Estimated cost of carrying each			03	7.28
passenger one mile.....		24,836	13	
Total passenger earnings.....				
Passenger earnings per mile of		434	95	8.49
road.....				
Passenger earnings per train			52	1.73
mile.....				
Freight Traffic:				
Number of tons carried of freight	40,697			
earning revenue.....				
Number of tons carried one	1,252,151			
mile.....				
Average distance haul of one	30.767			
ton.....		35,300	56	
Total freight revenue.....				
Average amount received for			86	7.39
each ton of freight.....				
Average receipts per ton per			02	8.19
mile.....				
Estimated cost of carrying one			03	7.46
ton one mile.....		35,300	56	
Total freight earnings.....				
Freight earnings per mile of		618	23	2.41
road.....		1	08	9.32
Freight earnings per train mile.				
Passenger and Freight:				
Passenger and freight revenue..		55,640	05	
Passenger and freight revenue				
per mile of road.....		974	43	0.47
Passenger and freight earnings.		60,136	69	
Passenger and freight earnings				
per mile of road.....		1,053	18	1.96

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUe AND RATES.		
		Dollars.	Cts.	Mills.
Gross earnings from operation..		60,910	69	
Gross earnings from operation per mile of road.....		1,066	73	7.12
Expenses.....		70,103	01	
Expenses per mile of road.....		1,227	72	3.46
Train Mileage:				
Miles run by passenger trains..	57,188			
Miles run by freight trains.....	32,406			
Total mileage trains earning revenue.....	89,594			
Miles run by switching trains...	9,708			
Grand Total Train Mileage.	99,302			
Average number of freight cars in train.....	12			
Average number of loaded cars in train.....	7			
Average number of empty cars in train.....	5			
Average number of tons of freight in train.....	38.63			
Average number of tons of freight in each loaded car.....	5.51			

FREIGHT TRAFFIC MOVEMENT—Entire Line.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain.....		2,085	2,085	5.123
Flour.....		508	508	1.351
Other Agricultural Products..	2,989		2,989	7.344
Products of Animals:				
Live Stock.....		139	139	.341
Dressed Meats.....		807	807	1.982
Products of Mines:				
Coal.....		16,496	16,496	40.535
Ores		64	64	.015
Products of Forests:				
Lumber.....	9,880		9,880	24.276
Manufactures:				
Petroleum and other Oils....		235	235	.577
Iron, Pig and Bloom.....		349	349	.857
Miscellaneous.....	1,012	3,048	4,050	9.995
Merchandise.....	1,306	919	1,225	3.050
Miscellaneous: Other commodi- ties not mentioned above.....	470	1,400	1,870	4.594
Total Tonnage—Entire Line	14,657	26,050	40,697	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPPED WITH AUTOMATIC COUPLER.	
		Number	Kind	Number	Kind
Locomotives:					
Passenger.....}	2	2	Air.		
Freight.....}					
Leased, Pass. and Frt.	3				
Total Locomotives..	5				
Cars in Passenger Service:					
First-class Passenger Cars.....	2	2	Air.	2	Miller.
Combination Passenger Cars.	4	4		2	"
Baggage, Express and Postal Cars.....	1	1		1	"
Total.....	7	7	Air.	5	Miller.
Cars in Freight Service:					
Box Cars.....	11				
Total.....	11				
Grand Total Cars...	18			5	Miller.

MILEAGE OF ROAD OPERATED.

Line in Use.	Represented by Capital Stock. Main Line.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	57.10	57.10	29.85	27.25
Miles of yard track and sidings...	3.95	3.95	3.95	
Total Mileage Operated (all tracks).....	61.05	61.05	33.80	27.25

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State or Territory.	Line Represented by Capital Stock.	Total Mileage Excluding Track-age Rights.	RAILS.	
			Iron.	Steel.
New York.....	51.18	51.18	24.18	27.00
Vermont.....	5.92	5.92	5.67	.25
Total Mileage Owned (single track).....	57.10	57.10	29.85	27.25

RENEWALS OF RAILS AND TIES.

Steel rails laid during year, 28,³⁸⁰/₂₄₉ tons; weight per yard, 65 pounds; average price per ton at distributing point, \$25.

Ties laid during year: Oak and chestnut, 9,743; average price at distributing point, 35 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons Bituminous.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	1,070	1,070	57,188	53.44
Freight.....	856	856	32,406	37.85
Switching.....	214	214	9,708	45.83
Total.....	2,140	2,140	99,302	45.93

Average cost of coal at distributing point, \$3.25 per ton.

CHARACTERISTICS OF ROAD.

Working divisions or branches, from Chatham, N. Y., to Bennington, Vt., 57.10 miles; number of ascending grades, 8; sum of ascents, 1,302.1 feet; aggregate length of ascending grades, 30.75 miles; number of descending grades, 7; sum of descents, 1,172 feet; aggregate length of descending grades, 26.35 miles.

Bridges :

Number Iron.....	5
Aggregate length.....	609 feet, 4 inches
Minimum length.....	21 feet, 4 inches
Maximum length.....	240 feet
Number Wooden.....	14
Aggregate length.....	785 feet
Minimum length.....	30 feet
Maximum length.....	250 feet

Trestles :

Number.....	7
Aggregate length.....	1,172 feet
Minimum length.....	49 feet
Maximum length.....	689 feet

Overhead Highway Crossings :

Number.....	1
Height of lowest above surface of rail.....	18 feet, 2 inches

Gauge of Track : 4 feet, 8½ inches. 57.10 miles.

Telegraph :

Miles of line and wire owned by company making this report, 57.10 ;
operated by the Western Union Telegraph Company.

CAR MILEAGE.

Individuals, Co-operative, Fast Freight Lines and Stock Companies
to which the company making this Report pays Mileage for the use of
cars :

Atlantic Coast Line.
Blue Line.
Canada Southern Line.
Erie Despatch.
Great Eastern Line.
Merchants Despatch Transportation Line.
Midland Line.
National Despatch Line.
Red Line Transportation Company.
W. P. Bend & Co.
White Line Cen. Transportation Co.
West Shore Line.
Eastman Heater Car Co.
Lackawanna Line.
Cen. Vt. R. W. & O. Line.
N. Y., W. S. & B. Fast Freight Line.
Northern & Central Vt. Line.
W. S. Nickel Plate Line.
Great Western Despatch Line.
Hoosac Tunnel Line.
Central Vermont Special Box.
Burton Palace Horse Car Co.
Canadian Pacific Despatch.
Swift's Refrigerator Line.
Union Line.
Grand Trunk Commercial Express.

This report is made in full for the total operations of the Lebanon Springs Railroad, including all receipts and expenses in the States of Vermont and New York, for the year ending June 30, 1892.

From a careful computation made by the officers under me of such receipts and expenditures, the percentage of gross receipts and disbursements on business originating and arising in the State of Vermont is about four per cent (4%) of gross receipts, and the same of gross expenditures.

STATE OF VERMONT, }
County of Bennington. . } ss:

We, the undersigned, E. D. Bennett, Superintendent, and W. H. Hawkins, Auditor, of the Lebanon Springs Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Railroad during the period for which said return is made.

E. D. BENNETT, *Superintendent.*
WILLIAM H. HAWKINS, *Auditor.*

Subscribed and sworn to before
me, this 27th day of September,
1892.

C. H. MASON, *Notary Public.*

ANNUAL REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: The Maine Central Railroad Company.

Date of organization: October 28, 1862.

Organized under the laws of the State of Maine.

Special acts of April 1, 1856; March 17, 1862; February 25, 1867; February 18, 1869; February 17, 1872; February 26, 1873; February 27, 1873; February 25, 1874; February 18, 1876; February 19, 1878; January 30, 1885; January 28, 1887; March 13, 1889; February 27, 1891.

A consolidated company.

Androscoggin and Kennebec Railroad Company; charter March 28, 1845.

Penobscot and Kennebec Railroad Company; charter April 5, 1845.

Portland and Kennebec Railroad Company. Formed by foreclosure of Kennebec and Portland Railroad and organized May 20, 1862.

Somerset and Kennebec Railroad Company; charter August 10, 1848.

Androscoggin Railroad Company; charter August 10, 1848.

Leeds and Farmington Railroad Company. Formed by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company; charter March 4, 1881.

European and North American Railway Company; charter August 20, 1850.

Eastern Maine Railroad Company. Foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

Portland and Ogdensburg Railway. Foreclosure of Portland and Ogdensburg Railroad Company and organized June 8, 1886.

Dexter and Newport Railroad Company; charter March 30, 1853.

Dexter and Piscataquis Railroad Company; charter October 24, 1888.

Belfast and Moosehead Lake Railroad Company; charter February 28, 1867.

Upper Coös Railroad Company; charter August 23, 1883.

Hereford Railway Company; charter June 23, 1887, and May 4, 1888.

Knox and Lincoln Railway Company; charter August 13, 1849.

Date and authority for each consolidation:

Androscoggin and Kennebec and Penobscot and Kennebec, consolidated with Maine Central Railroad Company, October 28, 1862. See statutes above referred to.

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington merged November 16, 1874. Act of February 26, 1873.

Androscoggin Railroad, June 29, 1871. Lease for 999 years.

Maine Shore Line Railroad, January 28, 1887. Purchased by authority of special law of January 28, 1887.

European and N. America Railway, April 1, 1882. Lease for 999 years.

Eastern Maine Railroad, May 1, 1883. " "

Portland and Ogdensburg Railway, Aug. 20, 1888. " "

Dexter and Newport Railroad, Dec. 13, 1888. " "

Dexter and Piscataquis Railroad, Dec. 30, 1888. " "

Belfast and Moosehead Lake Railroad, May 10, 1871. Lease for 50 years.
 Upper Coös Railroad, May 1, 1890..... " 999 "
 Hereford Railway, May 1, 1890..... " " "
 Knox and Lincoln Railway, July 20, 1891..... " " "
 Knox and Lincoln Railroad Company, chartered August 13, 1849; sold
 to Penobscot Shore Line Railway, chartered March 2, 1889; name of
 Penobscot Shore Line Railway changed by special law of Maine, January
 21, 1891, to Knox and Lincoln Railway.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Arthur Sewall.....	Bath, Me.....	December, 1892.
Payson Tucker.....	Portland, Me.....	
Frank Jones.....	Portsmouth, N. H.....	
Samuel C. Lawrence. .	Medford, Mass.....	
Joseph S. Ricker.....	Deering, Me.....	
Wm. G. Davis.....	Portland, Me.....	
Chas. A. Sinclair.....	Boston, Mass.....	
William T. Hart.....	Boston, Mass.....	
Horatio N. Jose.....	Portland, Me.....	
Amos Paul.....	So. Newmarket, N. H..	
John Ware.....	Waterville, Me.....	
Thomas W. Hyde.....	Bath, Me.....	
Wm. A. French.....	Boston, Mass.....	

Total number of stockholders at date of last election: 669.

Date of last meeting of stockholders for election of directors: December 16, 1891.

Post-office address of general office: Portland, Me.

Post-office address of operating office: Portland, Me.

OFFICERS.

Chairman of the Board—Arthur Sewall, Portland, Me.

President—Arthur Sewall, Portland, Me.

Vice-President—Payson Tucker, Portland, Me.

Secretary, Clerk of Corporation—Josiah H. Drummond, Portland, Me.

Treasurer—Geo. W. York, Portland, Me.

Auditor—Wm. W. Colby, Portland, Me.

General Manager—Payson Tucker, Portland, Me.

Chief Engineer—Wm. A. Allen, Portland, Me.

Assistant Superintendent—E. A. Hall, Portland, Me.

Division Superintendent—Jonas Hamilton, Portland, Me.

Division Superintendent—H. W. Waldron, Lancaster, N. H.

Division Superintendent—W. L. White, Bath, Me.

General Eastern Agent—Geo. A. Alden, Waterville, Me.

Paymaster—Thos. P. Shaw, Portland, Me.

General Freight Agent—W. S. Eaton, Portland, Me.

General Passenger and Ticket Agent—F. E. Boothby, Portland, Me.

General Baggage Agent—H. H. Towle, Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From	To		
Maine Central Railroad Company.....	Portland.....	Bangor.....	136.60	
	Brunswick.....	Bath.....	8.90	
	Cumberland.....	Skowhegan.....	91.20	
	Leeds Junction.....	Farmington.....	36.40	
	Penobscot Junction.....	Mt. Desert Ferry.....	41.13	314.23
Androscoggin Railroad Company.....	Crowleys.....	Lewiston.....	31.00	
	Brunswick.....	Leeds Junction.....	14.23	
Dexter and Newport Railroad Company.....	Newport Junction.....	Dexter.....	16.54	
Dexter and Piscataquis Railroad Company.....	Dexter.....	Dover and Foxcroft.....	33.13	
Belfast and Moosehead Lake Railroad.....	Burnham.....	Belfast.....	120.34	
European and No. American Railway.....	Bangor.....	Vanceboro.....	18.80	
"	Stillwater Branch.....	Stillwater.....	109.10	
"	Enfield Branch.....	Montague.....	55.00	
Eastern Maine Railroad.....	Enfield.....	Bucksport.....	53.00	
Portland and Ogdensburg Railway.....	Bangor.....	Lunenburg.....	48.39	499.53
Upper Coös Railroad.....	Portland.....	Beecher Falls.....		
Hereford Railway.....	Quebec Junction.....	Lime Ridge.....		
Knox and Lincoln Railway.....	Beecher Falls.....	Rockland.....		
	Bath.....	Total.....		818.76

PROPERTY OPERATED—Continued.

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title.	State or Territory.
Bar Harbor Ferry.....	Steam Ferry. “	Owned. Leased.	Maine. “
Bath Ferry.....			

The Maine Central Railroad Company owns and operates as a part of its line a steam ferry between Mt. Desert Ferry landing and Bar Harbor, $7\frac{1}{2}$ miles; and a steam ferry between Bath and Woolwich, $\frac{1}{10}$ of a mile, for transportation of passengers, freight, mails and express.

Separate accounts of earnings and expenses of these ferries are not kept, but enter into the general accounts of the Company, the same as the earnings and expenses of its rail lines.

CAPITAL STOCK.

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock: Common.....	50,000	\$100	\$5,000,000	\$4,477,900 00	6%	\$241,968
Manner of Payment for Capital Stock.	Number of Shares Is- sued During Year.	Cash Realized on Amount Issued During Year.	Total Number of Shares Issued.	Total Cash Realized.	Remarks.	
Issued for Cash: Common.....	8780	\$878,000	8780	\$878,000	Issued for Cash..... 8780 shares " Me. Ct. Stock Scrip. 3 " " A. & K. R. R. Stock 4 " " " " Stock " "	
Issued for Consolida- tion.....	63		35,999		Bonds..... 56 "	
Total.....	8843	\$878,000	44,779	\$878,000	8843	
Dividends August 15, 1891, 3% on \$3,594,000..... \$107,820						
" Feb'y 15, 1892, " 4,471,600..... 134,148						
<u>\$241,968</u>						

The amount of capital stock on General Ledger is \$4,487,100. Of this amount \$9,200 has not been issued, being exchangeable for securities not yet presented, so that amount of stock on which dividends are paid is \$4,477,900.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realiz'd on Amount Issued.
	Date of Issue.	When Due.				
Androsoggin & Ken. R. R. Bonds...	Jan. 1, '60	Aug. 1, '90, to Sept. 1, '91	\$1,100,000	\$1,100,000	\$6,200	No record
City of Bath Loan.....	" 1, '61	Apr. 1, '93	425,000	425,000	27,600	"
City of Bangor Loan.....	" 1, '69	Jan. 1, '94	1,000,000	1,000,000	1,000,000	"
Portland and Kennebec R. R. Consols	Apr. 1, '65	Apr. 1, '95	1,500,000	1,166,700	1,166,700	"
Leeds and Farmington R. R. Bonds..	July 1, '91	July 1, '96	633,000	633,000	633,000	"
Maine Central 7% Bonds.....	Sept. 1, '68	July 1, '98	1,100,000	756,800	756,800	\$732,450 00
" Extension Bonds.....	Oct. 1, '70	Oct. 1, 1900	500,000	496,500	496,500	436,400 00
" Consols.....	Apr. 1, '72	Apr. 1, 1912	9,000,000	3,907,200	3,907,200	3,744,867 00
" ".....	" " " "	" " " "		269,500	269,500	269,500 00
" ".....	" " " "	" " " "		1,497,000	1,497,000	1,602,817 65
" Coll. Trust Bonds.....	June 1, '83	June 1, 1923	700,000	700,000	687,000	706,500 00
Maine Shore Line.....	" " " "	" " " "	750,000	42,000	42,000	52,920 00
			\$16,708,000	\$11,993,700	\$10,489,500	

MISCELLANEOUS OBLIGATIONS.

Maine Central Debentures.....	Aug. 1, '84	Feb. 1, '94	\$58,000	\$58,000	\$58,000	\$58,000
" Sinking Fund.....	Feb. 1, '85	" 1, 1905	600,000	600,000	600,000	600,000
" Improvement, Class A..	July 1, '86	July 1, 1916	200,000	200,000	200,000	204,000
" " B..	" 1, '87	" 1, 1917	250,000	250,000	250,000	255,000
			\$1,108,000	1,108,000	\$1,108,000	
Grand Total.....			\$17,816,000	\$13,101,700	\$11,597,500	

FUNDED DEBT—Continued.

Class of Bond or Obligation.	INTEREST.			
	Rate Per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Androscoggin & Kennebec Railroad Bonds.....	6	1st of each mo.	\$200 00	\$5,349 00
City of Bath Loan.....	6	April & October	1,500 00	5,061 37
City of Bangor Loan.....	6	January & July	60,000 00	60,000 00
Portland & Kennebec Railroad Consols.....	6	April & October	70,002 00	69,282 00
Leeds & Farmington Railroad Bonds.....	6	January & July	37,980 00	37,959 00
Maine Central 7% Bonds.....	7	"	53,976 00	53,221 00
Extension Bonds.....	6	April & October	29,790 00	29,325 00
Consols.....	7	"	273,504 00	269,748 50
"	5	"	13,475 01	12,675 00
"	4½	"	63,837 96	62,910 00
Coll. Trust Bonds.....	5	June & Dec.	34,350 00	34,350 00
Maine Shore Line.....	6	"	2,520 00	2,520 00
			\$640,134 97	\$643,000 87
MISCELLANEOUS OBLIGATIONS—INTEREST.				
Maine Central Debenture.....	5	Feb. & August	\$2,900 00	\$1,475 00
" Sinking Fund.....	6	"	36,000 00	36,000 00
" Improvement, Class A.....	4½	January & July	20,250 00	21,015 00
" " B.....	4½			
			\$59,150 00	\$58,490 00
Grand Total.....			\$699,284 97	\$701,490 87

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds.....	\$11,993,700	\$10,489,500	\$640,134 97	\$643,000 87
Miscellaneous Obligations.....	1,108,000	1,108,000	59,150 00	58,490 00
Total.....	\$13,101,700	\$11,597,500	\$699,284 97	\$701,490 87

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$148,944 02
Bills Receivable.....	117,500 00
Due from Agents.....	83,802 08
Net Traffic Balances due from other Companies.....	74,943 02
Due from Solvent Companies and Individuals.....	141,591 45
Balance—Current Liabilities.....	330,490 00
Total.....	\$896,270 57

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$353,000 00
Audited Vouchers and Accounts.....	269,567 46
Wages and Salaries.....	157,922 82
Dividends not Called for.....	10,790 54
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	104,989 75
Total.....	\$896,270 57

Materials and Supplies on hand, \$523,330.10.

From the Grand Total of Bonds.....	\$11,597,500
is deducted the amount of Bangor Loan to European and North American Railway.....	\$1,000,000
and Bath Loan to Androscoggin Railroad.....	27,600
	1,027,600
	\$10,569,900

these roads being operated under lease and not owned.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Not Included in Operating Expenses. Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction:			
Right of Way.....	\$6,576 75		
Other Real Estate....	995 00		
Grading and Bridge and Culvert Masonry.....	33,981 64		
Bridges and Trestles....	17,336 97		
Rails.....	17,188 88		
Ties.....	3,458 71		
Other Superstructure....	4,822 58		
Buildings, Furniture and Fixtures.....	1,778 98		
Sidings and Yard Exten- sions.....	627 06		
Total Construction...	\$86,766 57	\$11,692,277 38	\$11,779,043 95
Equipment:			
Freight Cars.....	76,500 00		
Total Equipment	\$76,500 00	\$2,043,301 36	\$2,119,801 36
Grand Total Cost Construc- tion, Equipment, Etc.		\$13,735,578 74	\$13,898,845 31

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$4,632,031 78	
Less Operating Expenses.....	2,846,835 80	
Income from Operation.....		\$1,785,195 98
Dividends on Stocks owned.....	\$10,162 65	
Interest on Bonds owned.....	4,680 56	
Miscellaneous Income—less Expenses....	12,412 85	
Income from other Sources.....		\$27,256 06
Total Income.....		\$1,812,452 04

INCOME ACCOUNT—*Continued.*

Deductions from Income:		
Interest on Funded Debt Accrued.....	\$699,284 97	
Interest on Interest-bearing Current Liabilities Accrued (not otherwise provided for).....	14,477 17	
Rents.....	567,170 01	
Taxes.....	83,484 42	
Total Deductions from Income.....		\$1,364,416 57
Net Income.....		\$448,035 47
Dividends, 6 per cent, Common Stock.		241,968 00
Surplus from Operations of Year ending June 30, 1892.....		\$206,067 47
Surplus on June 30, 1891.....		458,163 58
Additions for year.....		\$18,900 66
Surplus on June 30, 1892.....		\$683,131 71

EARNINGS FROM OPERATION—Entire Line.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Total Passenger Revenue...			\$1,953,777 05
Mail.....		\$137,126 97	
Express.....		73,300 00	
Extra Baggage and Storage.		17,649 60	\$228,076 57
Total Passenger Earnings.			\$2,181,853 62
Freight:			
Freight Revenue.....	\$2,426,378 16		
Total Freight Earnings....			\$2,426,378 16

EARNINGS FROM OPERATION—*Continued.*

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Total Passenger and Freight Earnings.....			\$4,608,231 78
Rents from Tracks, Yards and Terminals.....			23,800 00
Total Other Earnings.....			\$23,800 00
Total Gross Earnings from Operation.....			\$4,632,031 78

STOCKS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Dexter and Newport R. R....	\$5,000	7 %	\$350 00	\$5,000 00
Portland and Rochester R. R.	4,700	6 %	282 00	4,700 00
Portland and Ogdensburg Ry.	198,180	1½ %	3,468 15	79,272 00
Dexter and Piscataquis R. R.	17,000	1½ %	62 50	17,000 00
		on \$5000		
Portland, Mt. Desert and Machias Steamboat Co.....	110,000			121,000 00
Portland Union Railway Station Co.....	25,000			25,000 00
Sebasticook and Moosehead Railroad.....	8,000			8,000 00
St. John Bridge.....	20,000	5 %	1,000 00	1,140 00
Northern Maine Railroad....	25,000			27,503 97
Knox and Lincoln Railway...	200,000	2½ %	5,000 00	200,000 00
Phillips and Rangeley R. R...	12,500			12,500 00
Total.....	\$625,380		\$10,162 65	\$501,115 97

BONDS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Penobscot Shore Line Railway.....	\$148,000	2%	\$4,680 56	\$148,000 00
European and No. American Railway Bonds.....	891,000			14,166 90
Total.....	\$1,039,000		\$4,680 56	\$162,166 90

EXPLANATORY REMARKS.

\$204,000 Penobscot Shore Line Bonds purchased and
56,000 of same sold during year.

INTEREST RECEIVED.

2% on \$204,000.....	\$4,080 00
Accrued Interest on \$56,000 sold.....	600 56
	\$4,680 56

RENTALS RECEIVED.

Tracks: Situation of Property Leased, Mattawamkeag to Vanceboro.
Name of Company using Property Leased, Canadian Pacific Railway.
Total, \$23,800.

MISCELLANEOUS INCOME.

• Item—Rents and Wharfage. Gross Income, \$12,412.85. Net Miscellaneous Income, \$12,412.85.

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$228,597 18	\$199,487 43	\$428,084 61
Renewals of Rails.....	32,035 53	27,956 09	59,991 62
Renewals of Ties.....	47,115 06	41,115 39	88,230 45
Repairs of Bridges and Culverts.	44,158 41	38,535 25	82,693 66
Repairs of Fences, Road-Cross- ings, Signs, and Cattle-Guards	18,702 30	16,320 74	35,023 04
Repairs of Buildings.....	47,736 94	41,658 08	89,395 02
Repairs of Docks and Wharves.	386 56	337 34	723 90
Other Expenses.....	6,193 33	5,404 66	11,597 99
Total.....	\$424,925 81	\$370,814 98	\$795,740 29
Maintenance of Equipment:			
Repairs and renewals of Loco- motives.....	121,243 58	105,804 32	227,047 90
Repairs and renewals of Passen- ger Cars.....	91,365 05		91,365 05
Repairs and renewals of Freight Cars.....		97,169 53	97,169 53
Shop Machinery, Tools, etc.....	8,466 40	10,218 99	18,685 39
Other Expenses.....	18,654 57	11,511 18	30,165 75
Total.....	\$239,729 60	\$224,704 02	\$464,433 62
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	108,665 95	128,355 65	232,021 60
Fuel for Locomotives.....	143,623 24	218,142 72	361,765 96
Water-supply for Locomotives..	9,019 96	7,871 35	16,891 31
All other supplies for Locomo- tives.....	10,175 27	8,879 54	19,054 81
Wages of other Trainmen.....	83,316 20	103,600 85	186,917 05
All other Train Supplies.....	24,522 91	20,786 89	45,309 80
Wages of Switchmen, Flagmen and Watchmen.....	40,630 86	35,456 89	76,087 75
Expense of Telegraph, includ- ing Train Dispatchers and Operators.....	23,534 78	20,537 84	44,072 62

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Wages of Station Agents, Clerks and Laborers.....	\$72,010 71	\$131,391 19	\$203,401 90
Station Supplies.....	45,308 08	24,102 86	69,410 94
Car Mileage—Balance.....	20,716 86	60,387 97	81,104 83
Loss and Damage.....	688 61	6,901 44	7,590 05
Injuries to Persons.....	8,596 89	7,502 16	16,099 05
Barges, Floats, Tugs, Ferry- boats, expenses of, including Wages, Fuel and Supplies....	14,085 44	12,291 72	26,377 23
Other Expenses.....	20,093 37	26,006 80	46,100 17
Total.....	\$619,989 13	\$812,215 94	\$1,432,205 07
General Expenses :			
Salaries of Officers.....	32,614 46	32,910 16	66,524 62
General Office Expenses and Supplies.....	9,715 08	10,931 76	20,646 84
Advertising.....	13,911 34	117 00	14,028 34
Commissions.....	970 73	841 11	1,817 84
Insurance.....	4,779 30	4,170 70	8,950 00
Legal Expenses.....	8,755 68	7,640 72	16,396 41
Stationery and Printing.....	10,035 27	2,165 84	12,201 11
Other General Expenses.....	7,418 15	6,473 51	13,891 66
Total.....	\$88,200 01	\$66,256 81	\$154,456 82
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures.....	424,925 31	370,814 98	795,740 29
Maintenance of Equipment.....	239,729 60	224,704 02	464,433 62
Conducting Transportation.....	619,989 13	812,215 94	1,432,205 07
General Expenses.....	88,200 01	66,256 81	154,456 82
Grand Total.....	\$1,372,844 05	\$1,473,991 75	\$2,846,835 80

ANNUAL RETURNS.

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RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
European and North American Railway.....			\$125,500	\$125,500 00
Belfast and Moosehead Lake Railroad.....			36,000	36,000 00
Dexter and Newport Railroad.....			18,000	18,000 00
Eastern Maine Railroad..			9,500	9,500 00
Portland and Ogdensburg Railway.....	\$110,299 23	\$80,531 52	500	191,330 75
Dexter and Piscataquis Railroad.....	7,000 00	5,920 00	250	13,170 00
Upper Coös Railroad....	38,610 00	21,000 00	500	60,115 00
Hereford Railway.....	32,000 00	32,000 00	500	64,500 00
Knox and Lincoln Railway.....	43,954 26	5,000 00	100	49,054 26
Total Rents.....				\$567,170 01

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		Assets.	June 30, 1892.		Year Ending June 30, 1892.
Item.	Total.		Item.	Total.	
\$11,692,277 38		Cost of Road.....	\$11,779,043 95		\$86,766 57
2,043,301 36		Cost of Equipment.....	2,119,801 36		76,500 00
276,615 97		Stocks of other companies owned.	501,115 97		224,500 00
		Bonds of other companies owned.	162,166 90		162,166 90
\$768,333 33		Androscoggin Railroad. Lease ..	\$768,333 33		
1,000,000 00		European and No. Am. Ry. Lease.	1,000,000 00		
1,008,739 02		Portland and Ogd. Ry. Lease....	1,008,739 70		
512,516 34		Portland and Ogdensburg Ry.			
		Improvement.....	514,643 54		
469,442 80		Portland and Ogdensburg Ry.			
		Extension.....	469,442 80		
175,000 00		Dexter and Piscataquis R. R.			
		Lease.....	175,000 00		
49,123 07		Dexter and Piscataquis R. R.			
		Improvement.....	40,556 50		
352,885 01		Upper Coös Railroad. Lease.....	353,448 34		
559,307 50		Upper Coös Railroad. Extension.	679,181 10		
800,000 00		Hereford Railway. Lease.....	800,500 00		
100,485 90		Coös and Hereford, Improvements	35,247 90		

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891.		Assets.	June 30, 1892.		Year Ending June 30, 1892.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Knox and Lincoln Railway Lease	\$1,416,292 92			
		" " Railway Improvement.....	177,007 59			
		Camden Extension.....	838 67	\$7,439,232 39	\$1,643,379 42	
	\$5,795,852 97	Cash and Current Assets.....		565,780 57	30,889 27	
	534,891 30	Other Assets:				
		Materials and Supplies.....	523,330 10	740,020 52	19,989 09	
\$533,453 34		Sinking Fund.....	216,690 42			
186,578 09	720,031 43					
		Grand Total.....		\$23,307,161 66	\$2,244,191 25	
	\$21,062,970 41					

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891.		June 30, 1892.		Year Ending June 30, 1892.		
Item.	Total.	Liabilities.	Item.	Total.	Increase.	Decrease.
\$145,844 62	\$3,603,500 00	Capital Stock.....	\$144,181 37	\$4,487,100 00	\$888,600 00	
68,679 69	11,541,200 00	Funded Debt.....	108,986 01	11,597,500 00	56,300 00	
16,600 00	1,380,990 52	Current Liabilities.....	11,000 00	896,270 57		\$484,719 95
8,992 00		Accrued Interest on Funded Debt not yet payable.....	8,992 00			
800,000 00		Accrued Rent not yet payable.	800,000 00			
1,167,000 00		And. & Ken. R. R. Stock Bonds	1,319,000 00			
175,000 00		Me. Central Int. Scrip.....	175,000 00			
800,000 00		P. & O. R. R. Co. Bonds 6%..	800,000 00			
		P. & O. Railway Bonds 5%....	1,319,000 00			
		Dexter & Pisc. R. R. Bonds..	175,000 00			
		Hereford Railway " " "	800,000 00			
		Upper Co's Railroad " " "	350,000 00			
		" " R. R. Extension Bds	547,000 00			
		Penobscot Shore Line R. R. "	1,500,000 00			
	\$4,079,116 31	Knox & Lincoln Railway " "	79,000 00	\$5,643,159 38	\$1,564,043 07	
	458,163 58	Profit and Loss.....		688,131 71	224,968 13	
	\$21,062,970 41	Grand Total.....		\$23,307,161 66	\$2,728,911 20	\$484,719 95

IMPORTANT CHANGES DURING THE YEAR.

Knox and Lincoln Railway leased July 20, 1891, for 999 years. 8843 shares capital stock of Maine Central Railroad Company issued.	
Maine Central Railroad Company 4½% bonds sold.....	\$ 312,000
Portland and Ogdensburg Railway 5% bonds guaranteed and sold by Maine Central Railroad Company.....	152,000
Knox and Lincoln Railway 5% bonds guaranteed and sold by Maine Central Railroad Company.....	79,000
Penobscot Shore Line Railway bonds assumed by Maine Central Railroad Company.....	1,300,000
Upper Coös Railroad Company 4½% bonds guaranteed by Maine Central Railroad Company and substituted for like amount of Upper Coös Railroad stock.....	200,000
Androscoggin and Kennebec Railroad bonds paid by Maine Central Railroad Company.....	93,600
City of Bath bonds in aid of Androscoggin Railroad paid by Maine Central Railroad Company.....	62,100
Capital Stock of Dexter and Piscataquis Railroad Company purchased.....	12,000
Capital Stock of Knox and Lincoln Railway purchased.....	200,000
“ “ Phillips and Rangeley Railroad purchased...	12,500
Penobscot Shore Line Railway bonds purchased.....	204,000
and of same sold.....	56,000
European and No. American Railway bonds purchased for \$14,166.90 in compromise of claim.....	891,000

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays 5 cents a ton a mile; agreeing to pay \$75,000 a year as a minimum.

No contract as to mails, the Government making the rate.

Pullman's Palace Car Company receives 3 cents per mile for sleeping cars and 2 cents per mile for parlor cars, the Pullman Company keeping cars in good running order. Wagner Car Company receives 2 cents per mile on all cars, they keeping cars in good running order.

On joint business with Boston and Maine Railroad, that company receives \$2 per ton on freight for or from Boston, Somerville or Chelsea. Way station business divides *pro rata* actual mileage. All such business for or from our Eastern connections, viz: Canadian Pacific Railway (Atlantic Division), Seabastiecook and Moosehead Railroad, Sandy River Railroad, Somerset Railway, Bangor and Piscataquis Railroad, is included in this arrangement and earnings receive same division. As between Maine Central Railroad and their Eastern connections specific divisions apply on Canadian Pacific Railway (Atlantic Division) traffic; Sandy River, Bangor and Piscataquis, and Seabastiecook and Moosehead Railroad traffic divides full tariff each Company.

Somerset Railway traffic divides 60 per cent Maine Central Railroad, 40 per cent Somerset Railway.

On traffic between Lewiston and intermediate points and the West via East Freight Lines via Northern New England, this Company receives its *pro rata* proportion on actual mileage basis, and 20 cents per ton terminal in addition.

On traffic from Western States to Bath, Rockland and intermediate points via Grand Trunk Railway and Yarmouth Junction, this Company receives a fixed per centage of through rate and an arbitrary of 2 cents per 100 lbs. additional, which arbitrary is made a part of the through rate.

On all business with Boston and Maine Railroad, that Company receives \$1.50 on each passenger to or from Boston, Charlestown, Somerville, Malden and Chelsea, and between all other stations divides *pro rata* on actual mileage.

Portland and Rochester Railroad local business: each road receives its locals; through business is divided same as Boston via Boston and Maine and Grand Trunk Railway. Each Company receives its locals.

Sebastiack and Moosehead Railroad. Each road receives its locals.

Bangor and Piscataquis Railroad. Maine Central take 25 cents on each passenger between Bangor and Oldtown. West of Bangor, we add our local rate to Bangor rate, excepting that on all Portland business, we take \$3.50.

Canadian Pacific Railway (Atlantic Division). On unlimited tickets each road receives its locals. On limited tickets, divisions are nearly *pro rata* on actual mileage, after deducting arbitrary for bridge at St. John.

Somerset Railway. We take on Portland passengers \$2.25. Each road its locals on all others.

Sandy River Railroad. Each road receives its locals.

No existing contracts with Steamboat or Steamship Companies.

The Western Union Telegraph Company maintains all telegraph lines on the line of the Maine Central Railroad.

The Railroad Company transports, free of charge, all employes of the Telegraph Company traveling on business of said Company, and also transports and distributes, free of charge, all material for construction, maintenance, operation, repairs and reconstruction of lines and wires and operation of same. Also transacts, free of charge, all commercial business, furnishes office room, light and fuel, excepting at stations where the business is so large that one man cannot attend to both the Railroad and Telegraph Companies' business, when the Telegraph Company pays its own operator.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From	To	Miles.		
And. and Ken. Railroad Bonds.....	Danville Junc.,	Waterville,	54.6	\$113 55	None.
Bath Loan to Androscoggin Railroad....	Brunswick,	Leeds Junc.,	31.	890 32	"
Bangor Loan to E. and N. A. Railway.....	Crowleys,	Lewiston,	55.	18,181 82	"
Portland and Kennebec Consols.....	Bangor,	Winn,	72.	16,204 17	"
Leeds and Farmington Railroad Bonds....	Portland,	Augusta,	36.4	17,390 10	"
Maine Central 7% Loan.....	Brunswick,	Bath,	109.5	6,911 42	"
" " Extension Bonds.....	Leeds Junction,	Farmington,	18.3	17,390 10	"
	Danville Junc.,	Bangor,			
	"	Cumberland Jc.			
Maine Central Consols.....	Portland,	Bangor	304.01	18,657 35	All Equipment of Me. Cent. Railroad.
	Brunswick,	Bath,			
	Cumberland,	Skowhegan,			
	Leeds Junction,	Farmington,			
Maine Central Collateral Trust Bonds....					
Maine Shore Line Bonds.....	Penobscot Jct.,	Mt Desert Ferry	41.13	17,724 03	None.

EMPLOYEES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensa- tion.	Ave. Daily Compensation
General Officers.....	15	4,695	\$87,284 21	\$7 94
General Office Clerks.....	69	17,544	41,337 82	2 35
Station Agents.....	225	62,588	123,568 99	1 97
Other Station Men.....	366	106,066	160,211 71	1 51
Enginemen.....	145	44,051	132,265 10	3 00
Firemen.....	148	43,678	84,639 14	1 93
Conductors.....	89	24,620	71,644 80	2 91
Other Trainmen.....	345	61,769	110,566 38	1 79
Machinists.....	76	22,044	45,332 98	2 05
Carpenters.....	156	50,833	94,732 28	1 86
Other Shopmen.....	100	27,451	45,726 65	1 66
Section Foremen.....	177	49,993	86,171 01	1 72
Other Trackmen.....	822	191,219	254,452 98	1 33
Switchmen, Flagmen and Watchmen.	253	79,220	98,451 03	1 24
Telegraph Operators and Dispatchers	44	13,724	22,814 88	1 66
Employees—Account Floating Equip- ment.....	39	6,292	12,647 86	2 01
All other Employees and Laborers....	1,273	165,818	272,238 20	1 64
Total (Including "General Offi- cers").....	4,342	971,605	\$1,694,076 02	\$1 74
Less "General Officers".....	15	4,695	37,284 21	7 94
Total (Excluding "General Offi- cers").....	4,327	966,910	\$1,656,791 81	\$1 71
Distribution of Above:				
General Administration.....	84	22,239	78,612 03	3 53
Maintenance of Way and Struc- tures.....	1,563	386,639	579,868 38	1 49
Maintenance of Equipment.....	310	91,907	171,000 47	1 86
Conducting Transportation.....	2,385	470,820	864,595 14	1 83
Total (Including "General Offi- cers")—Entire Line.....	4,342	971,605	\$1,694,076 02	\$1 74
Less "General Officers".....	15	4,695	37,284 21	7 94
Total (Excluding "General Offi- cers")—Entire Line.....	4,327	966,910	\$1,656,791 81	\$1 71

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	2,088,573			
Number of passengers carried one mile.....	82,432,126			
Average distance carried.....	39.46			
Total passenger revenue.....		1,953,777	05	
Average amount received from each passenger.....			93	5.46
Average receipts per passenger per mile.....			02	3.70
Estimated cost of carrying each passenger one mile.....			01	6.65
Total passenger earnings.....		2,181,853	62	
Passenger earnings per mile of road.....		2,681	20	0.38
Passenger earnings per train-mile.....			1	37 9.39
Freight Traffic:				
Number of tons carried of freight earning revenue.....	1,880,111			
Number of tons carried one mile.....	146,030,405.76			
Average distance haul of one ton.....	77.67			
Total freight revenue.....		2,426,378	16	
Average amount received for each ton of freight.....			1	29 0.55
Average receipts per ton per mile.....			01	5.00
Estimated cost of carrying one ton one mile.....			00	9.63
Total freight earnings.....		2,426,378	16	
Freight earnings per mile of road.....		2,981	68	7.67
Freight earnings per train-mile..			1	75 4.39

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight revenue...		4,880,155	21	
Passenger and freight revenue per mile of road.....		5,382	61	3.66
Passenger and freight earnings..		4,608,231	78	
Passenger and freight earnings per mile of road.....		5,662	88	8.05
Gross earnings from operation...		4,632,031	78	
Gross earnings from operation per mile of road.....		5,692	13	5.00
Expenses.....		2,846,835	80	
Expenses per mile of road.....		3,498	37	2.74
Train Mileage:				
Miles run by passenger trains....	1,581,745			
Miles run by freight trains	1,383,035			
Total Mileage Trains Earning Revenue.....	2,964,780			
Miles run by switching trains....	921,195			
Miles run by construction and other trains.....	208,525			
Grand Total Train Mileage.....	4,094,500			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain	11,117	165,798	176,910	9.4
Flour	3,599	79,212	82,811	4.4
Other Mill Products	9,404	23,368	32,772	1.7
Hay	61,645	5,575	67,220	3.6
Tobacco	747	251	998	0.053
Cotton		10,594	10,594	0.6
Fruit and Vegetables	32,953	34,004	66,957	3.6
Products of Animals:				
Live Stock	10,026	5,160	15,186	0.8
Dressed Meats	6,590	5,650	12,240	0.650
Other packing-house products	4,597	2,708	7,305	0.4
Poultry, Game and Fish	3,412	1,600	5,012	0.3
Wool	4,171	5,341	9,512	0.5
Hides and Leather	9,290	6,985	16,275	0.9
Products of Mines:				
Anthracite Coal	60,685	80,940	141,625	7.5
Bituminous Coal	2,610	16,510	19,120	1.0
Ores	1,822	7,490	9,312	0.5
Stone, Sand and other like articles.	73,850	12,225	86,075	4.6
Products of Forest:				
Lumber	423,607	82,245	505,852	26.9
Manufactures:				
Petroleum and other Oils	18,411	9,955	24,366	1.2
Sugar	6,289	7,410	13,699	0.7
Naval Stores	303	212	515	0.027
Iron, Pig and Bloom	2,408	4,608	7,016	0.4
Iron and Steel Rails		3,895	3,895	0.2
Other Castings and Machinery	6,145	7,420	13,565	0.7
Bar and Sheet Metal	4,822	2,802	7,624	0.4
Cement, Brick and Lime	36,590	21,375	57,965	3.1
Agricultural Implements	2,764	2,412	5,176	0.3
Wagons, Carriages, Tools, Etc.	4,140	3,850	7,990	0.4
Wines, Liquors and Beers	979	1,934	2,913	0.2
Household Goods and Furniture ..	6,626	2,110	8,736	0.5
Merchandise	123,786	66,711	190,497	10.1
Miscellaneous: Other Commodi- ties not mentioned above	234,033	36,345	270,378	14.4
Total Tonnage—Entire Line.	1,167,421	712,690	1,880,111	100

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	2	61	60	53 Westinghouse.		
Freight.....	3	62	24	7 New York		
Switching.....	2	23	6	Westinghouse.		
Total Locomotives.....	7	146				
Cars in Passenger Service:						
First-class Passenger Cars.....	14	119	119	Westinghouse.	119	Miller Coupler.
Second-class Passenger Cars.....		5	5	"	5	"
Combination Passenger Cars.....		13	13	"	13	"
Baggage, Exp. and Postal Cars.....	5	55	55	"	55	"
Other Cars in Passenger service	6	6	6	"	6	"
Total.....	25	198	198		198	
Cars in Freight Service:						
Box Cars.....	193	1,005				
Flat Cars.....	147	1,571				
Stock Cars.....	1	86				
Coal Cars.....	50	150				
Refrigerator Cars.....		14				
Total.....	391	2,826				

DESCRIPTION OF EQUIPMENT—Continued.

DESCRIPTION OF EQUIPMENT

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service :						
Gravel Cars.....	2	70				
Derrick Cars.....	12	9				
Caboose Cars.....	13	60				
Other road Cars.....		119				
Total.....	27	258				
Cars contributed to Fast Freight Line Service :						
Total Cars owned.....		50				
		3,332				
Grand Total Cars.....		3,332				

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
Miles of single track.....	314.23	499.53	813.76	33.04	780.72
Miles of second track....	18.60		18.60		18.60
Miles of yard track and sidings.....	105.65	90.84	196.49	130.19	66.30
Total Mileage Operated (all tracks).....	438.48	590.37	1,028.85	163.23	865.62

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated Under Lease.	Total Mileage Excluding Trackage Rights.	RAILS.	
				Iron.	Steel.
Maine.....	314.23	333.53	647.76	33.04	614.72
New Hampshire.....		99.15	99.15		99.15
Vermont.....		13.85	13.85		13.85
Dominion of Canada....		53.00	53.00		53.00
Total Mileage Operated (single track)...	314.23	499.53	813.76	33.04	780.72

Mileage owned by road making this Report : Main line, 314.23.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

NEW TIES LAID DURING YEAR.

Kind.	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel.....	3,336 ¹²³⁷ ₂₃₃₇	67 lbs.	\$34 00	Cedar.....	922,676	\$.22
Total Steel....	3,336 ¹²³⁷ ₂₃₃₇			Hemlock.....	89,396	.18
				Hackmatack.....	18,924	.20
				Total.....	830,996	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed—Tons of 2,000 lbs.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.	Soft.			
Passenger.....	45,349 ¹²⁰⁰	207 ⁷ ₈	45,451 ¹⁰⁷²	1,581,745	57 ⁴⁷ ₁₀₆
Freight.....	50,405 ¹²⁰⁰	229	50,520 ²⁰⁰	1,383,035	73 ⁹ ₁₀₆
Switching.....	19,667 ¹⁰³⁰	66 ⁴ ₈	19,701 ¹⁸⁰	921,195	42 ¹⁰⁶ ₁₀₆
Construction.....	4,590 ⁸¹⁰	13 ⁸ ₈	4,597 ²¹⁵	208,525	44 ⁹ ₁₀₆
Total.....	120,013 ⁹²⁰	512 ⁸ ₈	120,269 ¹⁶⁷⁰	4,094,500	58 ⁵⁴ ₁₀₆
Average Cost at distributing point.....	\$3.21 ¹³ ₁₀₆ per ton of 2,000 lbs.		\$3.22 ³ ₁₀₆ per ton.		

Two cords of wood equals one ton coal.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.									
	TRAINMEN.		SWITCHMEN, FLAG- MEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.			
	Killed.	Injured.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and Uncoupling Falling from Trains and Engines.....	1	16	1			1		1	17	
Overhead Obstructions....		1				1		1	1	
Collisions.....						1		1	1	
Other Train Accidents....			1	2	1			2	3	
Other Causes.....			2							
Total.....	1	17		3	3	3		3	23	
	OTHERS.									
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.			
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*Other Train Accidents....					1		1			
At Highway Crossings....					4	9	4	4	9	
Other Causes.....	4	7	3			1	7		8	
Total.....	4	7	3	5	10	12		17		

*Other than Collisions or Derailments.

ACCIDENTS TO PERSONS—*Continued.*

John Sweet, switchman, stumbled and fell under car and had foot crushed.

Geo. Douglass, carpenter, accidentally stepped in front of train and was killed.

Andrew R. Morrison, section man, struck by train while tending switch and killed.

B. F. Emery, while running scraper had arm fractured by scraper catching guard rail.

Geo. F. Cutting, car inspector, struck by crank of derrick while unloading cars, leg fractured.

Stephen McPhee, passenger, fell from rear end of train and seriously injured.

G. J. Allen, passenger, fell from door of baggage car and injured.

Mrs. Otis Christie, passenger; lamp dropped from socket, striking and injuring her slightly.

Leslie Vinal, passenger, fell from car and badly injured.

John Haley, trespasser, walking on track, struck by train and killed.

Chas. D. Labree, " " " " " "

Gilbert Baker, " " " " " "

Chas. Banks, " " " " " "

E. W. Mills, " while deranged, jumped in front of " "

Unknown trespasser, an Indian woman, found beside track. Probably struck by train and killed.

Wm. Bayne, trespasser, attempted to jump on train, fell and was killed.

— Barnes, trespasser, boy 5 years old, playing beside track, struck by train and seriously injured.

Michael Foy, trespasser, walking on track, struck by train and badly injured.

Sylvania Smith, trespasser, walking on track, struck by train and badly injured.

Michael McGrath, newsboy; train parted, threw him from car and he was killed.

Mary Austin, horse frightened by cars, overturned carriage and threw her out; badly injured.

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges:								Overhead Highway Crossings:			
Iron.....	112	15,483	7	25		913	2	Bridges.....	37	14	6
Wooden.....	56	8,979	11	24		1,001	0	Total.....	37		
Combination (Part of span wood and part iron).....	2	1,127	1	387	6	739	7	Overhead Railway Crossings:			
Total.....	170	25,590	7			3,525	0	Bridges.....	1	15	6
Trestles:						517	6				
Wooden.....	43	15,140	10	21							
Iron.....	2	1,002	6	485							

Gauge of all Track, 4 feet, 8½ inches.

CAR MILEAGE.

Individuals, Co-operative Fast Freight Lines and Stock Companies to which the company making this Report pays Mileage for the use of cars:

Eastern Rolling Stock Co., Bangor, Me.
Consolidated Rolling Stock Co., Bridgeport, Conn.
American Refrigerator Trans. Co.
Armour Refrigerator Line.
Arms Palace Horse Car Co.
Blue Line.
Burton Stock Car Co.
Canadian Pacific Despatch.
Canada Southern Line.
Canada Cattle Car Co.
Chicago Refrigerator Car Co.
Cutting Car Co.
Eastman Freight Car Heater Co.
Empire Line.
Erie Despatch Line.
Excelsior Palace Horse Car Co.
Fall Brook Coal Co.
Fairfield Chemical Co.
Fall Mountain Paper Co.
Great Eastern Line.
Grossman Palace Horse Car Co.
Green and Johnson.
Hall Granite Co.
Hammond Refrigerator Line.
Iron Car Express Coal Line.
Kanawah Valley Roll. Stock Line.
Keystone Palace Horse Car Co.
Manhattan Oil Co.
Merchants Despatch Line.
Midland Line.
Morris Refrigerator Line.
National Despatch Line.
Nelson, Morris & Co.
Nickel Plate Line.
Portland Kerosene Oil Co.
Red Line.
Rend, W. P. & Co.
Shore Line.
Southern Iron Car Line.
Street's Stable Car Line.
Swift's Refrigerator Line.
Union Line.
Vandalia Line.
Vannah, Chute & Co.
White Line.

STATE OF MAINE, }
County of Cumberland. } ss:

We, the undersigned, Payson Tucker, Vice-President and General Manager, and William W. Colby, General Auditor, of the Maine Central Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

PAYSON TUCKER,

Vice-President and Gen'l Manager.

W. W. COLBY, *General Auditor.*

Subscribed and sworn to before me,
this 12th day of September, 1892.

HORACE G. PARKMAN,

Justice of the Peace.

ANNUAL REPORT

OF THE

MONTPELIER AND WELLS RIVER RAILROAD,

FOR THE YEAR ENDING MARCH 31, 1892.

HISTORY.

Name of common carrier making this report: Montpelier and Wells River Railroad.

Date of organization: January 1, 1877. Date of charter, November 6, 1867.

Organized under the laws of the State of Vermont.

Original corporation: Montpelier and Wells River Railroad Company.

Reorganized under the General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
D. R. Sortwell.....	East Cambridge, Mass..	Last Thursday in May, 1893.
A. F. Sortwell.....	East Cambridge, Mass..	
Joel Foster.....	Montpelier, Vt.....	
S. C. Shurtleff.....	Montpelier, Vt.....	
J. W. Brock.....	Montpelier, Vt.....	

Total number stockholders at date of last election: 36.

Date of last meeting of stockholders for election of directors: May 26, 1892.

Post-office address of general office: Montpelier, Vt.

Post-office address of operating office: Montpelier, Vt.

OFFICERS.

Chairman of the Board—President.

President—D. R. Sortwell, Montpelier, Vt.

Vice-President—A. F. Sortwell, Montpelier, Vt.

Secretary and Treasurer—Joel Foster, Montpelier, Vt.

Attorney, or General Counsel—S. C. Shurtleff, Montpelier, Vt.

Auditor—F. W. Morse, Montpelier, Vt.

General Manager—W. A. Stowell, Montpelier, Vt.

Chief Engineer—Asa Howe, Montpelier, Vt.

General Freight Agent—F. W. Morse, Montpelier, Vt.

General Passenger Agent—F. W. Morse, Montpelier, Vt.

General Ticket Agent—F. W. Morse, Montpelier, Vt.

General Baggage Agent—F. W. Morse, Montpelier, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Montpelier and Wells River Railroad.....	Montpelier, Vt.	Wells R. Vt....	38.20
Montpelier and Wells River Railroad.....	Sabin's Crossing	Barre Trans....	1.50
Barre Branch Railroad....	Barre Trans....	Barre, Vt.	3.80
Total.....			43.50

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
Barre Branch R. R.	Barre Transfer	Barre	Montpelier and Wells River R. R.	Lease	3.80

Barre Branch Railroad, extending from Barre Transfer to Barre, Vt., 3 8-10 miles. Leased to the Montpelier and Wells River Railroad.

The capital stock of Barre Branch Railroad is \$80,000. The Montpelier and Wells River Railroad agrees to pay 6% per annum on the stock of Barre Branch Railroad.

The Barre Branch Railroad has no rolling stock of its own of any kind. Lease commenced June 1, 1889. Stock all owned by D. R. Sortwell, President of Montpelier and Wells River Railroad.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.....	16,000	\$50 00	\$800,000 00	All.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Remarks.

Original bonds issued by the Montpelier and Wells River Railroad Company, \$800,000, converted into stock when Company was reorganized, January 1st, 1877. Original capital stock was \$400,000 in stock, \$800,000 in bonds. Interest was defaulted for several years when the holders of the bonds foreclosed and took the road, making face of bonds the capital stock. No debt on road.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$9,809 75
Due from Agents.....	590 41
Total.....	\$10,400 16

Current Liabilities Accrued to and Including March 31, 1892.

Loans and Bills Payable.....	\$5,000 00
Net Traffic Balances due to other Companies.....	1,576 04
Balance—Cash Assets.....	3,824 12
Total.....	\$10,400 16

Materials and Supplies on hand, \$17,933.09.

RECAPITULATION.

Capital Stock—Total Amount Outstanding, \$800,000.00.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

No Construction Account; all improvements charged in Operating Expenses.

No Equipment Account; all charged in Operating Expenses.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$135,020 99	
Less Operating Expenses.....	132,210 24	
Income from Operation.....	\$2,810 75	
Total Income.....		\$2,810 75
Deductions from Income:		
Taxes.....	3,219 73	
Other Deductions, Plainfield Improvement Company.....	200 00	
Total Deductions from Income.....		3,419 73
Deficit.....		\$608 98
Total.....		608 98

INCOME ACCOUNT—*Continued.*

Deficit from Operations of Year Ending March 31, 1892.....		\$608 96
Surplus on March 31, 1891.....		15,381 80
Additions for Year.....		6,984 30
Surplus on March 31, 1892.....		\$21,757 21

No means of knowing what the earnings of Barre Branch Railroad are, as they are not kept separate.

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger :		
Passenger Revenue.....	\$53,634 14	
Total Passenger Revenue.....		\$53,634 14
Mail		3,102 41
Express		1,800 00
Total Passenger Earnings.....		\$58,536 55
Freight :		
Freight Revenue.....	74,563 15	
Total Freight Revenue.....		\$74,563 15
Total Freight Earnings.....		\$74,563 15
Total Passenger and Freight Earnings.....		\$133,099 70
Other Earnings from Operation :		
Car Mileage—Balance.....	644 28	
Rents not otherwise provided for...	1,277 01	
Total other Earnings.....		\$1,921 29
Total Gross Earnings from Operation..		\$135,020 99

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic. 44%	Chargeable to Freight Traffic. 56%	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$9,766 99	\$12,430 71	\$22,197 70
Renewals of Rails.....	4,721 23	6,008 84	10,730 07
Renewals of Ties.....	2,264 40	2,881 97	5,146 37
Repairs of Bridges and Culverts.	2,929 52	3,728 49	6,658 01
Repairs of Fences, Road-crossings, Signs and Cattle-guards.	239 75	305 15	544 90
Repairs of Buildings.....	2,250 74	2,864 57	5,115 31
Other Expenses.....	2,791 84	3,553 25	6,345 09
Total.....	\$24,964 47	\$31,772 98	\$56,737 45
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	4,965 07	6,319 17	11,284 24
Repairs and renewals of Passenger Cars.....	2,230 51	2,838 82	5,069 33
Repairs and renewals of Freight Cars.....	2,291 59	2,916 58	5,208 17
Shop Machinery, Tools, Etc.....	701 20	892 44	1,593 64
Total.....	\$10,188 37	\$12,967 01	\$23,155 38
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	3,855 41	4,906 89	8,762 30
Fuel for Locomotives.....	7,276 85	9,261 44	16,538 29
Water-supply for Locomotives..	155 87	198 38	354 25
All other Supplies for Locomotives.....	743 95	946 84	1,690 79
Wages of other Trainmen.....	3,358 25	4,274 13	7,632 38
Wages of Switchmen, Flagmen and Watchmen.....	176 18	224 22	400 40
Wages of Station Agents, Clerks and Laborers.....	2,504 31	3,187 30	5,691 61
Switching Charges—Balance....	85 80	109 20	195 00
Car Mileage—Balance.....	309 84	394 35	704 19
Loss and Damage.....	248 08	315 73	563 81
Other Expenses.....	370 46	471 49	841 95
Total.....	\$19,085 00	\$24,289 97	\$43,374 97

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic. 44%	Chargeable to Freight Traffic. 56%	Total.
General Expenses:			
Salaries of Officers.....	\$1,584 00	\$2,016 00	\$3,600 00
Salaries of Clerks.....	719 40	915 60	1,635 00
Advertising.....	30 68	39 05	69 73
Insurance.....	324 77	413 34	738 11
Legal Expenses.....	220 00	280 00	500 00
Stationery and Printing.....	668 78	851 17	1,519 95
Other General Expenses.....	387 05	492 60	879 65
Total.....	\$3,934 68	\$5,007 76	\$8,942 44
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	24,964 47	31,772 98	56,737 45
Maintenance of Equipment..	10,188 37	12,967 01	23,155 38
Conducting Transportation..	19,085 00	24,289 97	43,374 97
General Expenses.....	3,934 68	5,007 76	8,942 44
Grand Total.....	\$58,172 52	\$74,037 72	\$132,210 24
Percentage of Expenses to Earn- ings—Entire Line.....	43	54.9	97.9
Total.....	\$58,172 52	\$74,037 72	\$132,210 24
Percentage of Expenses to Earnings—Vermont.....	43	54.9	97.9

RENTALS PAID.

Barre Branch Railroad. No rent paid up to date of making this report, March 31, 1892.

COMPARATIVE GENERAL BALANCE SHEET.

Mch. 31, 1891. Total.	Assets.	Mch. 31, 1892. Total.
\$800,000 00	Cost of Road.....	\$800,000 00
9,473 45	Cash and Current Assets	10,400 16
20,207 28	Other Assets:	
	Materials and Supplies.....	17,933 09
\$829,680 73	Grand Total.....	\$828,333 25
Mch. 31, 1891. Total.	Liabilities.	Mch. 31, 1892. Total.
\$800,000 00	Capital Stock.....	\$800,000 00
14,298 84	Current Liabilities.....	6,576 04
15,381 89	Profit and Loss.....	21,757 21
\$829,680 73	Grand Total.....	\$828,333 25

IMPORTANT CHANGES DURING THE YEAR.

A second track built from Sabin's Crossing to Barre Transfer, a distance of $1\frac{1}{2}$ miles.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, \$150 per month.

United States Mail, \$3,290 per year.

Western Union Telegraph Company own the wires, poles and instruments of telegraph line; our agents do the operating for them free of charge, in consideration of which we are granted free use of wire and instruments for train service and other railroad business.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	3	942	\$3,840 00	\$4 07
General Office Clerks.....	2	628	1,395 00	2 22
Station Agents.....	9	2,826	3,822 00	1 35
Other Station Men.....	4	1,256	1,869 61	1 49
Enginemen.....	7	2,198	4,894 30	2 22
Firemen.....	6	1,884	2,690 50	1 42
Conductors.....	5	1,570	3,449 00	2 19
Other Trainmen.....	8	2,512	4,183 38	1 66
Machinists.....	2	628	1,606 50	2 55
Carpenters.....	5	1,570	3,218 50	2 05
Other Shopmen.....	2	628	942 00	1 50
Section Foremen.....	9	2,826	4,229 00	1 50
Other Trackmen.....	27	8,478	12,620 01	1 48
Switchmen, Flagmen and Watchmen.....	4	1,256	1,617 90	1 29
Total (Including "General Officers").....	93	29,202	\$50,377 70	\$1 72 $\frac{1}{2}$
Less "General Officers"	3	942	3,840 00	
Total (Excluding "General Officers").....	90	28,260	\$46,537 70	\$1 64 $\frac{2}{3}$
Distribution of Above:				
General Administration...	3	942	3,840 00	4 07
Maintenance of Way and Structures.....	36	11,304	16,849 01	1 49
Maintenance of Equipment	9	2,826	5,767 00	2 08
Conducting Transportation	45	14,130	28,921 69	1 69
Total (Including "General Officers").....	93	29,202	\$50,377 70	\$1 72 $\frac{1}{2}$
Less "General Officers"	3	942	3,840 00	
Total (Excluding "General Officers").....	90	28,260	\$46,537 70	\$1 64 $\frac{2}{3}$
Total (Including "General Officers")—Entire Line...	93	29,202	\$50,377 70	\$1 72 $\frac{1}{2}$

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers car- ried earning revenue.....	167,342			
Number of passengers car- ried one mile.....	2,151,896			
Average distance carried. ..	12½	53,634	14	
Total passenger revenue....				
Average amount received from each passenger.....			32	.05
Average receipts per passen- ger per mile			02	4.02
Estimated cost of carrying each passenger one mile..			02	7.03
Total passenger earnings....		58,536	55	
Passenger earnings per mile of road.....		1,345	67	
Passenger earnings per train mile.....			59	4.94
Freight Traffic:				
Number of tons carried of freight earning revenue..	77,262			
Number of tons carried one mile	2,395,122			
Average distance haul of one ton.....	31	74,563	15	
Total freight revenue.....				
Average amount received for each ton of freight....			96	5.06
Average receipts per ton per mile.....			03	1.13
Estimated cost of carrying one ton one mile.. ..			03	0.91
Total freight earnings.....		74,563	15	
Freight earnings per mile of road.....		1,714	09	0.5
Freight earnings per train mile.....			2	6.89
Passenger and Freight:				
Passenger and freight earn- ings.....		133,099	70	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earn- ings per mile of road.....		3,059	76	
Gross earnings from opera- tion.....		135,020	99	
Gross earnings from opera- tion per mile of road.....		3,103	93	
Expenses.....		132,210	24	
Expenses per mile of road..		3,039	31	
Train Mileage:				
Miles run by passenger trains.....	89,000			
Miles run by mixed trains..	37,560			
Total Mileage Trains Earning Revenue.....	126,560			
Miles run by switching trains.....	18,770	Approximately.		
Miles run by construction and other trains.....	18,883			
Grand Total Train Mile- age.....	164,213			

Freight Traffic Movement, no means of knowing.

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.
Locomotives:	
Passenger.....	3
Freight.....	3
Total Locomotives.....	6

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Total Number at End of Year.
Cars in Passenger Service :	
First-class Passenger Cars.....	3
Combination Passenger Cars.....	1
Baggage, Express and Postal Cars.....	3
Total.....	7
Cars in Freight Service :	
Box Cars.....	34
Flat Cars.....	69
Stock Cars.....	3
Coal Cars.....	1
Refrigerator Cars.....	4
Other Cars.....	1
Total.....	112
Cars in Company's Service :	
Derrick Cars.....	1
Caboose Cars.....	1
Snow Plow.....	1
Total.....	3
Total Cars Owned.....	122
Grand Total Cars.....	122

Locomotives equipped with Westinghouse Train Brake.

Cars in Passenger Service equipped with Westinghouse Train Brake and Miller Automatic Coupler.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represent'd by Capital Stock.	Line Oper- ated Under Lease.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
Miles of single track...	38.20	3.80	42.00		42.00
Miles of second track..	1.50		1.50		1.50
Miles of yard track and sidings.....	6.50 Estimated.	1	7.50	7.50	
Total Mileage Operated (all tracks).....	46.20	4.80	51.00	7.50	43.50

MILEAGE OF LINE BY STATES AND TERRITORIES.

I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.	Line Operated Under Lease.	Total Mileage, Exclud- ing Trackage Rights.	Rails.
	Main Line.			Steel.
Vermont.....	38.20	3.80	42.00	42.00
Total Mileage Operated (single track).....	38.20	3.80	42.00	42.00

II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main Line represented by capital stock, 39.70 miles. Total mileage, excluding trackage rights, 39.70 miles. Steel rails, 39.70.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Dis- tributing Point.	Kind.	Number.	Average Price at Distribut- ing Point.
Steel.....	326	60 lbs.	\$83 19	Hemlock. Tamarack Cedar.	8,399) 9,117) 1,514)	Cannot say.
Total Steel	326	60 lbs.	\$83 19	Total...	18,970	\$27 ¹ / ₁₀ each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous	Hard.	Soft.			
Passenger.....	1,877			1,877	89,000	42.
Freight.....	560 ³ / ₁₆	437	282	992 ² / ₃	37,560	52.8
Switching.....	269 ⁴ / ₁₆	105	72	375 ⁴ / ₁₆	18,770*	40.
Construction..	205	179 ¹ / ₄	106	377 ¹ / ₃	18,883*	40.
Total.....	2,911 ⁷ / ₁₆	721 ¹ / ₄	460	3,622 ¹ / ₃	164,213	44.
Average Cost at Distributing Point.....	\$4 30	\$3 40				

*Approximately.

CHARACTERISTICS OF ROAD.

From Montpelier to Wells River, 38.20 miles. Aggregate length of curved line, 20.20 miles. Ascending grades: Sum of ascents, 9.12 feet; aggregate length of ascending grades, 19.60 miles. Descending grades: Sum of descents, 9.18 feet; aggregate length of descending grades, 18.60 miles. From Sabin's Crossing to Barre Transfer, 1.50 miles. From Barre Junction to Barre, 3.80 miles. Total number of miles, 43.50.

Bridges:

Number Wooden.....	13
Aggregate length.....	2,097 feet, 3 inches
Minimum length.....	35 feet, 6 inches
Maximum length.....	152 feet, 6 inches

Trestles:

Number.....	2
Aggregate length.....	328 feet
Minimum length.....	103 feet
Maximum length.....	225 feet

Overhead Highway Crossings:

Number Bridges.....	3
Height of lowest above surface of rail.....	13 feet, 6 inches

Gauge of Track: 4 feet, 8½ inches. 39.70 miles.

TELEGRAPH.

Owned and operated by Western Union Telegraph Company, 38.20 miles of wire.

CAR MILEAGE.

Individuals, Co-operative Fast Freight Lines and Stock Companies to which the company making this Report pays Mileage for the use of cars:

National Despatch Car Company, Canadian Pacific Despatch Line, Great Eastern Line, White Line, Red Line, Blue Line, Canada Southern Line, Nickel Plate Line, Erie Despatch Company, R. W. and O. Line.

STATE OF VERMONT, }
County of Washington. } ss.

I, the undersigned, F. W. Morse, Cashier of the Montpelier and Wells River Railroad, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, so far as known, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Railroad during the period for which said return is made.

F. W. MORSE, *Cashier.*

Subscribed and sworn to before me,
this 2d day of September, 1892.

S. C. SHURTLEFF,

Notary Public.

ANNUAL REPORT

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Organized under the Laws of the States of Massachusetts and Connecticut.

Operated by the Central Vermont Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Robert Coit.....	New London, Conn.....	February 1, 1893.
Augustus Brandegee...	"	
Jonathan N. Harris....	"	
Benjamin Stark.....	"	
C. A. Williams.....	"	
Thomas Ramsdell.....	Windham, Conn.....	
C. H. Osgood.....	Norwich, Conn.....	
James A. Rumrill.....	Springfield, Mass.....	
Thomas B. Eaton.....	Worcester, Mass.....	

Total number of stockholders at date of last election: 322.

Date of last meeting of stockholders for election of directors: Feb. 2, 1892.

Post-office address of general office: New London, Conn.

Post-office address of operating office: St. Albans, Vt.

OFFICERS.

President—Robert Coit, New London, Conn.

Secretary—J. A. Southard, New London, Conn.

Treasurer—Robert Coit, New London, Conn.

Attorney, or General Counsel—Augustus Brandegee, New London, Conn.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
New London Northern.....	New London, Conn.	Brattleboro, Vt....	{ Central Vermont Railroad Co.	Lease.	131
Brattleboro and Whitehall ..	Brattleboro, Vt.....	Londonderry, Vt..		"	36
				Total Mileage ..	157

Leased to Central Vermont Railroad Company for 99 years from December 1st, 1891, at a rental of \$210,000 per annum.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock:						
Common	20,000	\$100 00	\$2,000,000 00	\$1,500,000 00	7 and 8%	\$108,750 00
Total	20,000	\$100 00	\$2,000,000 00	\$1,500,000 00		\$108,750 00
Manner of Payment for Capital Stock.					Total Cash Realized.	
Issued for Cash: Common					\$340,673 33	
Issued for Bonds					1,102,600 00	
Issued for Stock of Amherst, Belchertown and Palmer Railroad					56,666 67	
Total					\$1,500,000 00	
Total Number Shares Issued					15,000	

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Consolidat'd	1880	1910	\$1,500 000	\$812,000 00	812,000 00	\$847,066 65	5%	Jan. & July	\$40,600 00	\$40,600 00
"	1880	1910		300,000 00	300,000 00	304,530 00	4%		12,000 00	12,000 00
" 2d Mortgage	1880	1910								
" 2d Mortgage				388,000 00	388,000 00	393,877 00	7%		27,125 00	27,125 00
Total			\$1,500,000 00	\$1,500,000 00	\$1,500,000 00	\$1,545,473 65			\$79,725 00	\$79,725 00

*\$387,500 retired June 1, 1892.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued and outstanding, \$1,500,000. Interest: Amount accrued and matured during year, \$79,725.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1892.
Cash.....\$85,745 37	Loans and Bills Payable..\$25,000 00
	Audited Vouchers and Ac- counts..... 142 18
	Dividends not Called for. 1,062 00
	Matured Interest Cou- pons Unpaid..... 2,349 34
	Seven per cent Bonds not presented for re- demption..... 12,000 00
	Balance—Cash Assets.... 45,191 85
Total.....\$85,745 37	Total.....\$85,745 37

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportion- ment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock.....	\$1,500,000 00	\$1,500,000 00	121	\$12,396 69
Bonds.....	1,500,000 00	1,500,000 00	121	12,396 69
Total.....	\$3,000,000 00	\$3,000,000 00		\$24,793 38

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Charged to Income Ac- count as Per- manent Im- provements.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
Bridges and Trestles	\$12,186 40			
Buildings, Furniture and Fixtures.....	606 97			
Sidings and Yard Ex- tensions.....	5,980 61			
Total Construction..	\$18,773 98		\$2,953,836 72	\$24,407 74
Total Equipment....			\$248,420 44	\$2,053 06
Grand Total Cost Construction, Equip- ment, etc.....	\$18,773 98		\$3,201,757 16	\$26,460 80

INCOME ACCOUNT.

Income from Lease of Road.....	\$5,877 00	\$227,128 67
Premium on Bonds issued.....	6,505 86	
Accrued Interest on same.....	1,245 83	
Miscellaneous Income—less Expenses.....		
Income from Other Sources.....		13,628 69
Total Income.....		\$240,757 36
Deductions from Income:		
Salaries.....	\$2,700 00	
Interest on Funded Debt accrued.....	79,725 00	
Interest on Interest-bearing Current Liabili- ties, not otherwise provided for.....	1,204 88	
Rents.....	5,250 00	
Taxes.....	141 39	
Permanent Improvements.....	18,773 98	
Other Deductions.....	4,725 06	
Total Deductions from Income.....		112,520 31
Net Income.....		\$128,237 05
Dividends, 7 and 8 per cent, Common Stock...		108,750 00
Surplus from Operations of Year ending June 30, 1892.....		19,487 05
Surplus of June 30, 1891.....		520,316 36
Additions for Year.....		19,487 05
Surplus on June 30, 1892.....		\$539,803 41

BONDS OWNED.

Brattleboro and Whitehall Railroad, not issued, \$150,000 at 6 per cent.

MISCELLANEOUS INCOME.

Rents and Wharfage, \$1,245.83.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Terminals: For use of Passenger Station at Palmer, Mass., \$5,250.00 to Boston & Albany Railroad Company.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending June 30, '92.	
			Increase.	Decrease.
\$2,953,336 72	Cost of Road.....	\$2,953,336 72		
248,420 44	Cost of Equipment.	248,420 44		
150,000 00	Bonds of other companies owned.....	150,000 00		
93,170 00	Steamboat Property	93,170 00		
147,709 03	Cash and Current Assets.....	85,745 37		\$61,963 66
31,763 84	Sundries.....	49,684 40	\$17,920 56	
\$3,624,400 03	Grand Total.....	\$3,580,356 93	\$17,920 56	\$61,963 66

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, '92.	
			Increase.	Decrease.
\$1,500,000 00	Capital Stock.....	\$1,500,000 00		
1,499,500 00	Funded Debt.....	1,500,000 00	\$500 00	
104,583 67	Current Liabilities.	40,553 52		\$64,030 15
520,316 36	Profit and Loss.....	539,803 41	19,487 05	
\$3,624,400 03	Grand Total....	\$3,580,356 93	\$19,987 05	\$64,030 15

IMPORTANT CHANGES DURING THE YEAR.

June 1, 1892. Consolidated four per cent bonds, amounting to \$388,000, issued to retire \$387,500 second mortgage seven per cent bonds.

SECURITY FOR FUNDED DEBT.

Consolidated bonds, on road from New London to Brattleboro, 121 miles. Amount of mortgage per mile of line, \$12,396.69.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main line in use: Connecticut, 56 miles; Massachusetts, 55 miles; Vermont, 10 miles; total, 121 miles. All steel rails.

STATE OF CONNECTICUT, }
County of New London. } ss:

I, the undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all the financial operations of said Company during the period for which said return is made.

ROBERT COIT, *President and Treasurer.*

Subscribed and sworn to before me,
this 14th day of September, 1892.

JUSTUS A. SOUTHARD, *Notary Public.*

ANNUAL REPORT

OF THE TRUSTEES FOR THE BONDHOLDERS OF THE SOUTH EASTERN RAILWAY COMPANY,

LESSEES

NEWPORT AND RICHFORD RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: South Eastern Railway Company.

Lessees of the Newport and Richford Railroad.

Date of organization: December 9, 1880.

Organized under the Laws of the State of Vermont.

Newport and Richford Railroad Company is a reorganized Company.

Original company was Missisquoi and Clyde Rivers Railroad Company and was reorganized under General Statutes of the State of Vermont.

Carrier operating the road of this company: Canadian Pacific Railway Company for account trustees for the bondholders of the South Eastern Railway Company, Lessees.

ORGANIZATION.

TRUSTEES FOR THE BONDHOLDERS OF THE SOUTH EASTERN RAILWAY COMPANY.

Mr. William C. Van Horne, Montreal, P. Q.

Mr. J. T. Furber, Boston Mass.

Mr. William Farwell, Sherbrooke, P. Q.

NEWPORT AND RICHFORD RAILROAD.

Mr. Emmons Raymond, Cambridge, Mass.

Mr. W. K. Blodgett, Boston, Mass.

Mr. Amos Barnes, Boston, Mass.

Mr. J. L. Edwards, Newport, Vt.

Mr. H. E. Folsom, Lyndonville, Vt.

Total number of stockholders at date of last election: (Newport and Richford Railroad Company), 6.

Post-office address of general office: Lyndonville, Vt.

Post-office address of operating office: Montreal, P. Q.

OFFICERS.

NEWPORT AND RICHFORD RAILROAD.

Chairman of the Board—Emmons Raymond, Boston, Mass.

President—Emmons Raymond, Boston, Mass.

Secretary and Treasurer—H. E. Folsom, Lyndonville, Vt.

PROPERTY OPERATED.

Newport and Richford Railroad; that portion of line, running between Richford and Newport, situate in the State of Vermont; 21 miles.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Newport and Richford Railroad, from boundary line near Richford to Newport. Operated by the Canadian Pacific Railway, for and on account of the trustees for the bondholders of the South Eastern Railway, under a lease. 21 miles of line.

CAPITAL STOCK.

Capital Stock: Common. Number of shares authorized, 70,000. Par value of shares, \$50. Total par value authorized, \$350,000. Total amount issued and outstanding, \$350,000.

Manner of payment for Capital Stock: Issued for reorganization: Common, 70,000 shares. Total cash realized, \$350,000.

FUNDED DEBT.

First mortgage bonds, issued in 1881, due in 1911. Amount of authorized issue, \$350,000. Amount issued, \$350,000. Amount outstanding, \$350,000. Cash realized on amount issued, \$350,000. Interest, 5%, payable January and July. Amount accrued during year, \$17,500. Amount matured during year, \$17,500.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds. Amount issued, \$350,000. Amount outstanding, \$350,000. Amount accrued during year, \$17,500. Amount matured during year, \$17,500.

CURRENT ASSETS AND LIABILITIES.

Liabilities assumed by the South Eastern Railway.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$350,000 00	\$350,000 00	21	\$16,666 66
Bonds.....	350,000 00	350,000 00	21	16,666 67
Total.....	\$700,000 00	\$700,000 00	21	\$33,333 33

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Newport & Richford Railway <i>Operated by Canadian Pacific Railway,</i> for and on Account of Trustees for the Bondholders of the South Eastern Railway....	\$350,000 00	\$350,000 00	\$700,000 00	21	\$33,333 33
Total.....	\$350,000 00	\$350,000 00	\$700,000 00	21	\$33,333 33

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

The Trustees for the Bondholders of the South Eastern Railway Company have no information relative to the cost of road.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$91,359 11	
Less Operating Expenses.....	85,837 64	
Income from Operation.....		\$5,521 47
Total Income.....		\$5,521 47
Deductions from Income:		
Interest on Funded Debt accrued.....	\$17,500 00	
Taxes.....	2,372 02	
Other Deductions.....	500 00	
Total Deductions from Income.....		\$20,372 02
Deficit from Operations of Year ending June 30, 1892.....		\$14,850 55

EARNINGS FROM OPERATION.

Item.	Actual Earnings.
Total Passenger Revenue.....	\$26,574 50
Mail.....	2,061 16
Express.....	1,105 45
Other items.....	92 62
Total Passenger Earnings.....	\$29,833 73
Total Freight Revenue.....	\$60,496 76
Other items.....	284 09
Total Freight Earnings.....	\$60,780 85
Total Passenger and Freight Earnings.....	\$90,614 58
Other earnings from Operation:	
Car Mileage.....	\$494 53
Rents not otherwise provided for.....	250 00
Total Other Earnings.....	\$744 53
Total Gross Earnings from Operation—Vermont.....	\$91,359 11
Total Gross Earnings from Operation—Entire Line....	\$590,719 54

OPERATING EXPENSES—State of Vermont.

Item.	Charge-able to Passenger Traffic.	Charge-able to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway.....	\$4,482 04	\$5,368 60	\$9,850 64
Repairs of Bridges and Culverts.....	1,853 68	1,621 45	2,975 13
Repairs of Fences, Road-crossings, Signs and Cattle-guards.....	326 77	391 41	718 18
Repairs of Buildings.....	394 95	473 04	867 99
Repairs of Docks and Wharves.....	67 15	80 43	147 58
Other Expenses.....	506 01	606 10	1,112 11
Total.....	\$7,180 60	\$8,541 03	\$15,671 63

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Equipment :			
Repairs and renewals of Locomotives.....	\$2,087 86	\$2,500 86	\$4,588 72
Repairs and renewals of Passenger Cars.....	1,006 06		1,006 06
Repairs and renewals of Freight Cars.....		9,531 28	9,531 28
Shop Machinery, Tools, Etc.....	348 71	297 92	546 63
Other Expenses.....	280 15	335 57	615 72
Total.....	\$3,622 78	\$12,665 63	\$16,288 41
Conducting Transportation :			
Wages of Enginemen, Firemen and Round-housemen.....	4,121 14	4,936 32	9,057 46
Fuel for Locomotives.....	7,258 98	8,694 85	15,953 83
Water-supply for Locomotives.....	285 92	342 46	628 38
All other Supplies for Locomotives...	278 86	334 03	612 89
Wages of other Trainmen.....	2,700 55	3,234 72	5,935 27
All other Train Supplies.....	1,393 42	1,669 04	3,062 46
Expense * of Telegraph, including Train Dispatchers and Operators...	686 17	821 89	1,508 06
Wages of Station Agents, Clerks and Laborers.....	3,465 47	4,150 94	7,616 41
Station Supplies.....	320 54	383 94	704 48
Car Mileage—Balance.....	131 69	157 76	289 45
Loss and Damage.....	111 96	134 09	246 05
Injuries to persons.....	71 93	86 15	158 08
Other Expenses.....	933 37	1,117 99	2,051 36
Total.....	\$21,760 00	\$26,064 18	\$47,824 18
General Expenses :			
Salaries of Officers) Salaries of Clerks)	1,164 08	1,394 35	2,558 43
Advertising.....	227 16	272 05	499 25

OPERATING EXPENSES.—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total
Insurance.....	\$126 35	\$151 33	\$277 68
Rents not otherwise provided for	57 53	68 91	126 43
Legal Expenses.....	307 47	368 29	675 76
Stationery and Printing.....	871 72	1,044 15	1,915 87
Total.....	\$2,754 30	\$3,299 12	\$6,053 42
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	7,130 60	8,541 03	15,671 63
Maintenance of Equipment.....	3,622 78	12,665 63	16,288 41
Conducting Transportation.....	21,760 00	26,064 18	47,824 18
General Expenses.....	2,754 30	3,299 12	6,053 42
Grand Total.....	\$35,267 68	\$50,569 96	\$85,837 64

Percentage of expenses to earnings, 93.96.

CONTRACTS, AGREEMENTS, ETC.

Dominion Express Company, at 1½ times first class, and 3 cents per mile messengers.

United States Government, \$2,061.16 per annum.

Parlor and sleeping cars owned and operated by the Canadian Pacific Railway.

Canadian Pacific Railway Company operate Newport and Richford Railroad for account trustees for the bondholders of the South Eastern Railway, Lessees.

SECURITY FOR FUNDED DEBT.

Newport and Richford Railroad, all that portion of railroad operated by the Canadian Pacific Railway Company situate in the State of Vermont, 21 miles, mortgaged to secure Funded Debt. Amount of mortgage per mile of line, \$16,666.66.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	95,500			
Number of passengers carried one mile.....	1,684,759			
Average distance carried.....	17.64 miles.	26,574	50	
Total passenger revenue.....				
Average amount received from each passenger.....			27	8.27
Average receipts per passen- ger per mile.....			01	5.77
Estimated cost of carrying each passenger one mile....			02	0.93
Total passenger earnings.....		20,833	73	
Passenger earnings per mile of road.....		1,420	65	3.81
Passenger earnings per train mile.....			71	7.14
Freight Traffic:				
Number of tons carried of freight earning revenue	464,329			
Number of tons carried one mile.....	9,450,236			
Average distance haul of one ton.....	20.35 miles.	60,496	76	
Total freight revenue.....				
Average amount received for each ton of freight.....			13	0.29
Average receipts per ton per mile.....				6.40
Estimated cost of carrying one ton one mile.....				5.45
Total freight earnings.....		60,780	85	
Freight earnings per mile of road.....		2,894	32	6.19
Freight earnings per train mile.....		1	22	4.12
Passenger and Freight:				
Passenger and freight reve- nue.....		87,071	26	
Passenger and freight revenue per mile of road.....		4,146	25	0.48

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight earn- ings.....		90,614	58	
Passenger and freight earn- ings per mile of road.....		4,314	98	
Gross earnings from opera- tion.....		91,359	11	
Gross earnings from opera- tion per mile of road.....		4,350	43	2.37
Expenses.....		85,837	64	
Expenses per mile of road..		4,087	50	
Train Mileage:				
Miles run by passenger trains.....	41,601			
Miles run by freight trains..	49,834			
Total Mileage Trains Earn- ing Revenue.....	91,435			
Grand Total Train Mile- age.....	91,435			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Per Cent.
Products of Agriculture: -		
Grain.....	127,530	27.47
Flour.....	28,960	6.24
Other Mill Products.....	7,778	1.68
Hay.....	42,236	9.10
Fruit and Vegetables.....	3,882	0.82
Other Farm Products.....	7,068	1.52
Products of Animals:		
Live Stock.....	1,808	0.39
Dressed Meats.....	74,626	16.07
Other Packing-house Products.....	816	0.18
Poultry, Game and Fish.....	1,688	0.36
Wool.....	4,476	0.96
Hides and Leather.....	3,812	0.82
Other Dairy Products.....	1,068	0.23
Products of Mines:		
Anthracite Coal }	1,936	0.42
Bituminous Coal }		
Ores.....	314	0.07
Stone, Sand and other like articles.....	6,956	1.49
Products of Forests:		
Lumber.....	78,570	16.92
Wood.....	4,274	0.92
Other Forest Products.....	2,820	0.61
Manufactures:		
Petroleum and other Oils.....	2,360	0.51
Agricultural Implements.....	24	0.01
Wines, Liquors and Beers.....	1,338	0.29
Household Goods and Furniture.....	1,774	0.38
Miscellaneous:		
Other commodities not mentioned above....	58,215	12.54
Total Tonnage—Vermont.....	464,329	100.00

MILEAGE.

MILEAGE OF ROAD OPERATED.

Main line, 21 miles, single track. Steel rails, 21 miles.
 Mileage owned and operated by road making this report. Main line,
 represented by capital stock, 21 miles. Total mileage, excluding track-
 age rights, 21 miles. Steel rails, 21 miles. All in Vermont.

ACCIDENTS TO PERSONS.

Coupling and uncoupling: Trainmen injured, 4; switchmen, flag-
 men and watchmen injured, 3. Total injured, 7.
 Falling from trains and engines: Employees injured, 1.
 Jumping on or off trains in motion: Employees injured, 1.
 Walking, standing, lying, etc., or being on track: Employees in-
 jured, 2.
 Walking, etc., on track: Trespassing, 1 killed and 1 injured.

CHARACTERISTICS OF ROAD.

Gauge of Track: 4 feet, 8½ inches; 21 miles.

PROVINCE OF QUEBEC, } ss:
 County of Hochelaga. }

I, the undersigned, Philip O. Ryan, Auditor for the Trustees of the Bondholders of the South Eastern Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

P. O. RYAN, *Auditor for the Trustees.*

Subscribed and sworn to before me,
 this 16th day of September, 1892.

R. T. HENEKER,

Commissioner empowered to receive Affidavits to be used in the Superior Court, Province of Quebec.

ANNUAL REPORT
OF THE
ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD,
FOR THE YEAR ENDING JUNE 30, 1892.
HISTORY.

Name of common carrier making this report: St. Johnsbury and Lake Champlain Railroad Company.

Date of organization: Reorganized January 31, 1880.

Chartered under the laws of the State of Vermont.

This railroad is a union of three roads, viz: The Lamoille Valley, chartered in 1867; The Montpelier & St. Johnsbury, chartered in 1866; and the Essex County Railroad Co., chartered in 1864, the same being amended in 1866.

Consolidation was effected by the three roads jointly bonding their property, and failing to pay the interest, all went into the hands of receivers, October 18, 1877. The road was restored to the stockholders July 1, 1880, and operated as the St. Johnsbury & Lake Champlain R. R.

Previous to the appointment of receivers and during their operation, the road was called the Portland & Ogdensburg R. R., Vermont Division. It was reorganized under the name of St. Johnsbury & Lake Champlain R. R. January 31, 1880, under the laws of the State of Vermont. Commenced to operate under this name July 1, 1880.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
George W. Hendee.....	Morrisville, Vt.....	September 8, 1892.
H. E. Folsom.....	Lyndonville, Vt.....	
W. F. Hart.....	Boston, Mass.....	
S. C. Shurtleff.....	Montpelier, Vt.....	
C. S. Page.....	Hyde Park, Vt.....	
S. C. Lawrence.....	Medford, Mass.....	
Geo. C. Lord.....	Newton, Mass.....	
C. E. A. Bartlett.....	Chelmsford, Mass.....	
Franklin Fairbanks.....	St. Johnsbury, Vt.....	

Total number of stockholders at date of last election: 433.

Date of last meeting of stockholders for election of directors: September 9, 1891.

Post-office address of general office: Montpelier, Vt.

Post-office address of operating office: Boston, Mass.

OFFICERS.

President—C. E. A. Bartlett, Boston, Mass.

Secretary and Treasurer—F. W. Morse, Montpelier, Vt.

Cashier—C. E. A. Bartlett, Boston, Mass.

Auditor—M. Taylor, Boston, Mass.

Chief Engineer—H. Bissell, Boston, Mass.

Division Superintendent—H. E. Folsom, Lyndonville, Vt.

General Freight Agent—W. F. Berry, Boston, Mass.

General Passenger Agent—D. J. Flanders, Boston, Mass.

General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
A. St. Johnsbury & Lake Champlain.....	Lunenburg, Vt.....	Maquam Bay, Vt.....	120	120
B. Victory Branch.....	North Concord, Vt....	East Haven, Vt.....	11.50	11.50
Total.....			131.50	131.50

A. Main Line. B. Branches and Spurs.
Steamer Maquam; for Passenger and Freight business; owned by this Company; in Vermont.

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.....	51,000	\$50 00	\$2,550,000 00	\$2,550,000 00
Preferred.....	25,970	50 00	1,298,500 00	1,298,500 00
Total.....			\$3,848,500 00	\$3,848,500 00

MANNER OF PAYMENT FOR CAPITAL STOCK. ISSUED FOR REORGANIZATION.

Total number shares issued in exchange for bonds: Common, 51,000; preferred, 25,970. Total, 76,970.
\$50,000 of First Mortgage Bonds were exchanged for same amount of Consolidated Mortgage Bonds.
No means of knowing how much was realized from sale of Bonds.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Matured During Year.
1st Mortgage.....	1880. Apr. 1	1910. Apr. 1	\$600 000	\$600,000 00	\$550,000 00	See Preceding Page.	6%	Apr. 1, Oct 1	\$33,000 00	\$33,000 00
Consolidated Mortgage)	1884. Apr. 1	1914. Apr. 1	1,000 000	50,000 00 41,000 00	50,000 00 41,000 00		6% 5%	Apr. 1, Oct 1 Apr. 1, Jul. 1 Oct. 1, Jan. 1	3,000 00 2,050 00	3,000 00 2,050 00
Grand Total....			\$1,600 000	\$691,000 00	\$641,000 00				\$38,050 00	\$38,050 00

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds, amount issued, \$691,000.00; amount outstanding, \$641,000; interest accrued and matured during year, \$38,050.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$63,452 71
Due from Agents.....	4,092 50
Due from Solvent Companies and Individuals.....	24,227 68
Other Cash Assets, excluding Materials and Supplies.....	37,046 19
Balance—Current Liabilities.....	1,188,110 16

Total..... \$1,316,929 24

Materials and Supplies on hand, \$36,527.41.

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$815,276 59
Audited Vouchers and Accounts.....	475,034 96
Wages and Salaries.....	18,826 13
Net Traffic Balances due to other Companies.....	7,791 56

Total..... \$1,316,929 24

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment To Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$3,598,250 00	\$3,598,250 00	131.50	\$27,363 12
Bonds.....	641,000 00	641,000 00	131.50	4,874 50
Total.....	\$4,239,250 00	\$4,239,250 00		\$32,237 64

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

St. Johnsbury & Lake Champlain Railroad; capital stock, \$3,598,250; funded debt, \$641,000; current liabilities, \$1,188,110.16; total, \$5,427,360.16; amount per mile of road, miles, 131.50; amount, \$41,272.70.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Charged to Construction or Equipment.	Total Cost to		Cost per Mile.
		June 30, 1891.	Total Cost to June 30, 1892.	
Construction:				
Right of Way.....				
Other Real Estate.....				
Fences.....	\$41,985 39	\$4,572,163 84	\$4,614,148 72	\$35,088 58
Grading and Bridge and Culvert Masonry.....				
Bridges and Trestles, Rails, Ties.....				
Other Superstructure.....				
Buildings, Furniture and Fixtures.....				
Shop Machinery and Tools.....		8,318 52	8,318 52	63 18
Total Construction.....	\$41,985 39	\$4,580,481 86	\$4,622,467 24	\$35,151 76
Equipment:				
Locomotives.....				
Passenger Cars.....				
Sleeping, Parlor and Dining Cars.....				
Baggage, Express and Postal Cars.....		151,567 53	151,567 53	1,152 60
Combination Cars.....				
Freight Cars.....				
Other Cars of all classes.....				
Floating Equipment.....				
Total Equipment.....		\$151,567 53	\$151,567 53	\$1,152 60
Total Cost Construction, Equipment, Etc., State of Vermont.....	\$41,985 39	\$4,732,049 39	\$4,774,034 77	\$36,304 36

INCOME ACCOUNT.

Gross Earnings from Operations.....	\$391,468 04	
Less Operating Expenses.....	404,979 04	
Deficit.....		\$13,511 00
Miscellaneous Income—less Expenses—De- ficit.....		1,861 21
Deficit.....		\$15,372 21
Deductions from Income :		
Interest on Funded Debt accrued.....	\$38,050 00	
Taxes.....	9,662 20	
Total Deductions from Income.....		47,712 20
Deficit from Operations of Year ending June 30, 1892.....		\$63,084 41
Deficit on June 30, 1891.....		443,094 02
Deductions for Year.....		15,000 00
Deficit on June 30, 1892.....		\$521,178 43

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Total Passenger Revenue.....		\$74,734 34
Mail.....	\$9,963 38	
Express.....	3,300 00	
Other Items.....	529 33	13,792 61
Total Passenger Earnings.....		\$88,526 95
Total Freight Earnings.....		301,675 94
Total Passenger and Freight Earnings.		\$390,202 89
Other Earnings from Operation :		
Rents not otherwise provided for.....		1,265 15
Total Other Earnings.....		\$1,265 15
Total Gross Earnings from Operation— Vermont.....		\$391,468 04

Stocks Owned: St. Johnsbury & Lake Champlain Railroad; total
par value, \$247,650.

Miscellaneous Income: Steamer Maquam, \$1,861.21, deficit.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$19,126 02	\$47,748 18	\$66,874 20
Renewals of Rails.....	2,559 03	6,388 61	8,947 64
Renewals of Ties.....	4,480 82	11,186 39	15,667 21
Repairs of Bridges and Culverts.	9,459 88	23,616 63	33,076 51
Repairs of Fences, Road-crossings, Signs, and Cattle-guards.	1,110 67	2,772 78	3,883 45
Repairs of Buildings.....	3,702 39	9,243 02	12,945 41
Total.....	\$40,438 81	\$100,955 61	\$141,394 42
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	7,650 27	19,098 94	\$26,749 21
Repairs and renewals of Passenger Cars.....	3,123 95		3,123 95
Repairs and renewals of Freight Cars.....		13,903 80	13,903 80
Total.....	\$10,774 22	\$33,002 74	\$43,776 96
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	11,757 29	29,352 13	41,109 42
Fuel for Locomotives.....	19,115 62	47,722 22	66,837 84
Water-supply for Locomotives..	1,049 56	2,620 23	3,669 79
All other supplies for Locomotives.....	481 73	1,202 65	1,684 38
Wages of other Trainmen.....	6,647 86	23,160 43	29,808 29
All other train supplies.....	1,523 64	2,661 71	4,184 35
Wages of Switchmen, Flagmen, and Watchmen.....	77 68	193 93	271 61
Expense of Telegraph, including Train Dispatchers and Operators.....	1,235 51	3,084 45	4,319 96
Wages of Station Agents, Clerks and Laborers.....	4,010 95	10,013 35	14,024 30
Station Supplies.....	2,577 94	1,465 31	4,043 25
Car Mileage—Balance.....	8,094 75	19,836 93	27,931 68
Loss and Damage.....	126 20	1,747 93	1,874 13
Injuries to Persons.....	258 09	644 34	902 43
Total.....	\$56,955 82	\$143,705 61	\$200,661 43

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers	\$2,826 85	\$7,057 23	\$9,884 08
Agencies, including Salaries and Rent		261 30	261 30
Advertising	1,242 88		1,242 88
Insurance	429 00	1,071 00	1,500 00
Expenses of Fast Freight Lines.		1,657 99	1,657 99
Legal Expenses	572 86	1,430 14	2,003 00
Stationery and Printing	435 44	1,087 09	1,522 53
Other General Expenses	307 29	767 16	1,074 45
Total	\$5,814 32	\$13,331 91	\$19,146 23
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures	40,438 81	100,955 61	141,394 42
Maintenance of Equipment	10,774 22	33,002 74	43,776 96
Conducting Transportation	56,955 82	143,705 61	200,661 43
General Expenses	5,814 32	13,331 91	19,146 23
Grand Total	\$113,983 17	\$290,995 87	\$404,979 04

All in Vermont.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Item.	Assets.	June 30, 1892. Item.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$4,580,481 86	Cost of Road	\$4,622,467 24	\$41,985 38	
151,567 53	Cost of Equipment.	151,567 53		
250,250 00	Stocks of other com- panies owned	247,650 00		\$2,600 00
31,123 96	Steamboat.	31,123 96		
81,600 24	Lands owned at Maquam	81,600 24		
102,569 51	Cash and Current Assets	128,819 08	26,249 57	
	Other Assets:			
62,165 26	Materials and Supplies	36,527 41		25,637 85
443,094 02	Profit and Loss	521,178 43	78,084 41	
\$5,702,852 38	Grand Total	\$5,820,933 89	\$146,319 36	\$28,237 85

COMPARATIVE GENERAL BALANCE SHEET—*Continued.*

June 30, 1891.	Liabilities.	June 30, 1892.	Year Ending June 30, 1892.
Item.		Item.	Increase.
\$3,848,500 00	Capital Stock.....	\$3,848,500 00	
641,000 00	Funded Debt.....	641,000 00	
1,200,053 91	Current Liabilities.....	1,316,929 24	\$116,875 33
9,512 50	Accrued Interest on Funded Debt not yet payable.....	9,512 50	
3,785 97	Accrued Taxes not yet due..	4,992 15	1,206 18
\$5,702,852 38	Grand Total.....	\$5,820,933 89	\$118,081 51

CONTRACTS, AGREEMENTS, ETC.

American Express Company, stated allowance.
 United States, stated allowance.
 Wagner Palace Car Company, mileage allowed for use of their cars.
 Numerous arrangements with connecting and other roads.
 Vermont International Telegraph Company.

SECURITY FOR FUNDED DEBT.

1st mortgage and consolidated mortgage on entire road, 131.50 miles,
 from Lunenburg to Maquam and from North Concord to East Haven.
 Amount of mortgage per mile of line, \$4,874.52. All equipment mort-
 gaged.

EMPLOYES AND SALARIES.

Class.	Number.	Total Num- ber of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	5	1,560	\$7,050 00	\$4 52
General Office Clerks.....	3	936	1,140 00	1 22
Station Agents.....	27	8,424	10,820 04	1 28
Other Station Men.....	6	1,872	1,875 00	1 00
Enginemen.....	26	7,932	20,863 44	2 62
Firemen.....	30	7,920	14,256 00	1 80
Conductors.....	19	6,024	12,522 72	2 07
Other Trainmen.....	33	9,846	14,835 24	1 51
Machinists.....	3	1,080	2,084 64	1 93
Carpenters, Bridge Building.....	10	3,120	5,460 00	1 75
Other Shopmen.....	35	11,304	14,286 84	1 26

EMPLOYES AND SALARIES—Continued.

Class.	Num-ber.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
Section Foremen.....	35	11,040	\$17,124 00	\$1 55
Other Trackmen.....	111	33,632	40,358 40	1 20
Switchmen, Flagmen and Watchmen.....	1	312	312 00	1 00
Telegraph Operators and Dispatchers.....	4	1,434	1,720 56	1 20
Total (Including "General Officers").....	348	106,436	\$164,708 88	\$1 55
Less "General Officers"...	5	1,560	7,050 00	
Total (Excluding "General Officers").....	343	104,876	\$157,658 88	\$1 50
Distribution of Above:				
General Administration.....	8	2,496	8,190 00	3 28
Maintenance of Way and Structures.....	156	47,792	62,942 40	1 31
Maintenance of Equipment...	38	12,384	16,371 48	1 32
Conducting Transportation...	146	43,764	77,205 00	1 76
Total (Including "General Officers").....	348	106,436	\$164,708 88	\$1 55
Less "General Officers"...	5	1,560	7,050 00	
Total (Excluding "General Officers").....	343	104,876	\$157,658 88	
Total (Including "General Officers")—Entire Line..	348	106,436	\$164,708 88	\$1 55

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	150,976			
Number of passengers carried one mile.....	3,086,760			
Average distance carried.....	20.45			
Total passenger revenue.....		74,734	34	
Average amount received from each passenger.....			49	5.08
Average receipts per passenger per mile.....			02	4.21

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Estimated cost of carrying each passenger one mile.....			03	6.92
Total passenger earnings.....		88,526	95	
Passenger earnings per mile of road.....		673	21	
Passenger earnings per train mile.....			50	1.44
Freight Traffic:				
Number of tons carried of freight earning revenue.....	444,581			
Number of tons carried one mile.....	27,922,829			
Average distance haul of one ton.....	62.807			
Total freight revenue.....		301,675	94	
Average amount received for each ton of freight.....			67	8.56
Average receipts per ton per mile.....			01	0.80
Estimated cost of carrying one ton one mile.....			01	0.42
Total freight earnings.....		301,675	94	
Freight earnings per mile of road.....		2,294	11	
Freight earnings per train mile.			68	3.58
Passenger and Freight:				
Passenger and freight revenue..		376,410	28	
Passenger and freight revenue per mile of road.....		2,862	43	
Passenger and freight earnings.		390,203	89	
Passenger and freight earnings per mile of road.....		2,967	32	
Gross earnings from operation..		391,468	04	
Gross earnings from operation per mile of road.....		2,976	94	
Expenses.....		404,979	04	
Expenses per mile of road.....		3,079	68	
Train Mileage:				
Miles run by passenger trains...	176,526			
Miles run by freight trains.....	441,315			
Total Mileage Trains Earning Revenue.....	617,841			
Miles run by switching trains...	40,972			
Miles run by construction and other trains.....	30,648			
Grand Total Train Mileage.	689,461			

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Number.	Equipped with Train Brake.	Equipped with Automatic Coupler.
			Kind.	Number. Kind.
Locomotives:				
Passenger.....	5	5	Westinghouse	
Freight.....	2	2	"	
Switching.....	2	1	"	
Total.....	12	8	"	
Cars in Passenger Service:				
First-class Passenger Cars.....	2	2	Westinghouse	2 Miller.
Combination Passenger Cars.....	3	3	"	3 "
Baggage, Express and Postal Cars....	1	1	"	1 "
Total.....	6	6		6
Cars in Freight Service:				
Box Cars.....	108			
Flat Cars.....	94			
Stock Cars.....	6			
Refrigerator Cars.....	3			
Total.....	211			
Cars in Company's Service:				
Derrick Cars.....	2			
Caboose Cars.....	8			
Other road Cars.....	4			
Total.....	14			
Cars contributed to Fast Freight Line.	19			
Total Cars Owned.....	250			

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track.....	130.00	11.50	131.50	8.20	123.30
Miles of yard track and sidings....	19.40		19.40	16.40	3.00
Total Mileage Operated (all tracks).	139.40	11.50	150.90	24.60	126.30

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Vermont.....	120	11.50	131.50	8.20	123.30

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Vermont.....	120	11.50	131.50	8.20	123.30

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price Per Ton at Distributing Point.
Steel.....	162 ^{1.49} _{2.00}	60 pounds.	\$34 00
Steel, 2d hand.....	353 ^{1.84} _{2.00}	60 "	25 00
Total Steel.....	516 ^{5.84} _{4.00}		\$27 83

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Cedar.....	8,690	30 cents.
Tamarack.....	3,281	26 "
Hemlock.....	41,259	26 "
Total.....	53,230	26.6 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives,	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.		Soft.				
Passenger.....	5,699		152		5,775	176,536	65.43
Freight.....	14,249		346		14,421	441,315	65.35
Switching.....	1,813		38		1,832	40,972	65.04
Construction.....	1,003		26		1,016	30,648	66.30
Total.....	22,263		562		23,544	689,461	
Average Cost at distributing point.....	\$3 20		\$2 67				

ACCIDENTS TO PERSONS.

EMPLOYEES.

Kind of Accident.	Trainmen Injured.
Coupling and Uncoupling.....	1
Falling from Trains and Engines.....	2
Overhead Obstructions.....	1
Collisions.....	4
Total.....	8

PASSENGERS AND OTHERS.

Kind of Accident.	Passengers Injured.	Others. Trespassing. Killed.
At Stations.....	1	1
Total.....	1	1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges:

Stone.....	4
Aggregate length.....	59 feet
Minimum length.....	12 feet
Maximum length.....	20 feet
Wooden.....	42
Aggregate length.....	3,192 feet, 6 inches
Minimum length.....	10 feet
Maximum length.....	400 feet

Trestles:

Number.....	35
Aggregate length.....	2,835 feet, 5 inches
Minimum length.....	13 feet
Maximum length.....	327 feet, 10 inches

Overhead Highway Crossings:

Number Trestles.....	8
Height of lowest above surface of rail.....	16 feet, 6 inches

Gauge of Track : 4 feet, 8½ inches; 131.50 miles.

Telegraph :

Owned and operated by Vermont International Telegraph Company,
120 miles of line and wire.

CAR MILEAGE.

Co-operative Fast Freight Lines and Stock Companies to which the
Company making this report pays mileage for the use of cars.

Canadian Pacific Despatch.

Rome, Watertown & Ogdensburg.

Red Line.

White Line.

Midland Line.

Blue Line.

Nickel Plate.

Great Eastern.

Ogdensburg Transit Co.

Canada Atlantic.

STATE OF MASSACHUSETTS, } ss:
County of Suffolk. }

We, the undersigned, C. E. A. Bartlett, President, and Myron Taylor, Auditor, of the St. Johnsbury & Lake Champlain Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. E. A. BARTLETT, *President.*

MYRON TAYLOR, *Auditor.*

Subscribed and sworn to before
me, this 9th day of September,
1892.

EDWARD LESLIE,

Justice of the Peace.

ANNUAL REPORT

OF THE

VERMONT VALLEY RAILROAD COMPANY OF 1871,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Vermont Valley Railroad Company of 1871.

Date of organization: July 3, 1871.

Organized under the General Laws of the State of Vermont.

Not a consolidated company.

Original corporation, Vermont Valley Railroad Company, chartered November 8, 1848, under laws of State of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Oscar Edwards..... Hugh Henry..... Jas. H. Williams..... H. E. Folsom..... John H. Williams..... J. Mulligan..... John H. Albin.....	Northampton, Mass.... Chester, Vt..... Bellows Falls, Vt..... Lyndonville, Vt..... Bellows Falls, Vt..... Springfield, Mass..... Concord, N. H.....	June, 1893.

Total number of stockholders at date of last election: 58.

Date of last meeting of stockholders for election of directors: June 15, 1892.

Post-office address of general office: Springfield, Mass.

Post-office address of operating office: Springfield, Mass.

OFFICERS.

President—Oscar Edwards, Northampton, Mass.

Clerk—Jas. H. Williams, Bellows Falls, Vt.

Treasurer—Jas. H. Williams, Bellows Falls, Vt.

Auditor—W. H. Wilson, Springfield, Mass.

General Superintendent—J. Mulligan, Springfield, Mass.

Assistant Superintendent—J. E. Goodwin, Bellows Falls, Vt.

General Freight Agent—H. E. Howard, Springfield, Mass.

General Ticket Agent—E. C. Watson, Springfield, Mass.

General Baggage Agent—W. E. Hill, Springfield, Mass.

PROPERTY OPERATED.

Vermont Valley Railroad, from Brattleboro, Vt., to Bellows Falls, Vt.
Twenty-four miles of line.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Operated by the Connecticut River Railroad Company under contract,
the Vermont Valley Railroad Company receiving gross earnings, less
operating expenses and taxes.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding
Capital Stock: Common..	20,000	\$50 00	\$1,000,000	\$1,000,000

Manner of Payment for Capital Stock.	Number of Shares Issued Dur- ing Year.	Cash Realized on Amount Issued Dur- ing Year.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash: Common.	None.	None.	20,000	\$1,000,000

Amount of dividends declared during year: \$60,000. Rate: 6 per cent.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Au- thorized Issue.	Amount Issued.	Amount Out- standing.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage.....	1880	1910	\$800,000	\$800,000	\$800,000	\$800,000

INTEREST.

Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
5%	April and October.	\$40,000	\$40,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$800,000	\$800,000	\$40,000	\$40,000

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$258 75	Loans and Bills Payable	\$45,000 00
Due from Solvent Companies and Individuals	114,723 96	Audited Vouchers and Accounts	56,634 41
		Dividends not Called for.....	258 75
		Balance—Cash Assets..	13,089 55
Total.....	\$114,982 71	Total.....	\$114,982 71

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00	24	\$41,666 67
Bonds.....	800,000 00	800,000 00	24	33,333 33
Total.....	\$1,800,000 00	\$1,800,000 00		\$75,000 00

RECAPITULATION—*Continued.*

B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRAC-
KAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE
INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Vermont Valley Railroad.	\$1,000,000	\$800,000	\$101,893 16	\$1,901,893 16 24		\$79,245 55

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction:			
Other Real Estate.....	\$300 00		
Bridges and Trestles.....	17,789 58		
Total Construction...	\$18,089 58	\$982,389 18	\$1,000,478 76
Total Equipment		82,307 87	82,307 87
Grand Total Cost Construction, Equipment, Etc....	\$18,089 58	\$1,064,697 05	\$1,082,786 63

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$196,297 90	
Less Operating Expenses.....	130,996 69	
Income from Operation.....		\$65,301 21
Dividends on Stocks owned.....	\$40,000 00	
Miscellaneous Income—less Expenses.....	4,786 68	
Income from other Sources.....		\$44,786 68
Total Income.....		\$110,087 89
Deductions from Income :		
Interest on Funded Debt Accrued.....	\$40,000 00	
Interest on Interest-bearing Current Liabilities Accrued, not otherwise provided for	5,253 62	
Taxes.....	4,765 81	
Total Deductions from Income.....		\$50,019 43
Net Income.....		\$60,068 46
Dividends, 6 per cent, Common Stock.	\$60,000 00	
Total.....		60,000 00
Surplus from Operations of Year ending June 30, 1892.....		\$68 46
Surplus on June 30, 1891.....		95,807 72
Surplus on June 30, 1892.....		\$95,876 18

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger :			
Passenger Revenue, including Extra Baggage.....	\$88,478 70		
Less Repayments :			
Tickets Redeemed.....		\$17 10	
Excess Fares refunded.....		107 80	
Other repayments.....		1 50	
Total Deductions.....		\$126 40	
Total Passenger Revenue			\$88,352 30

EARNINGS FROM OPERATION—*Continued.*

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Mail.....			\$5,944 44
Express.....			3,365 20
Total Passenger Earnings....			\$97,661 94
Freight:			
Freight Revenue.....	\$100,388 22		
Less Repayments:			
Overcharge to Shippers.....		\$400 49	
Other Payments.....		1,951 77	
Total Deductions.....		\$2,352 26	
Total Freight Revenue.....			\$98,035 96
Total Freight Earnings.....			\$98,035 96
Total Passenger and Freight Earnings.....			\$195,697 90
Other Earnings from Operation:			
Rents from Tracks, Yards and Terminals.....			600 00
Total Gross Earnings from Operation			\$196,297 90

STOCKS OWNED.

Sullivan County Railroad Company. Total par value, \$500,000. Rate, 8 per cent. Income or dividend received, \$40,000. Valuation, \$800,000.

RENTALS RECEIVED.

From tracks situated in Brattleboro, Vt., leased by Brattleboro and Whitehall Railroad, \$600.00.

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Interest.....	\$4,500 00	\$4,500 00
Rent of Real Estate.....	286 68	286 68
Total.....	\$4,786 68	\$4,786 68

. OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway.....	\$7,660 29	\$6,196 96	\$13,857 25
Renewals of Rails.....	1,104 38	893 42	1,997 80
Renewals of Ties.....	2,308 21	1,867 28	4,175 49
Repairs of Bridges and Culverts.	11,354 90	9,185 81	20,540 71
Repairs of Fences, Road-cross- ings, Signs, and Cattle-guards	331 79	268 41	600 20
Repairs of Buildings.....	1,140 39	922 55	2,062 94
Total.....	\$23,899 96	\$19,334 43	\$43,234 39
Maintenance of Equipment :			
Repairs and renewals of Loco- motives.....	3,357 09	2,715 80	6,072 89
Repairs and renewals of Passen- ger Cars.....	617 56		617 56
Repairs and renewals of Freight Cars.....		4,788 00	4,788 00
Total.....	\$3,974 65	\$7,503 80	\$11,478 45
Conducting Transportation :			
Wages of Enginemen, Firemen and Round-housemen.....	5,685 58	4,599 47	10,285 05
Fuel for Locomotives.....	10,642 57	8,609 55	19,252 12
Water-supply for Locomotives..	336 79	272 46	609 25

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Conducting Transportation :			
All other supplies for Locomotives.....	\$397 62	\$321 67	\$719 29
Wages of other Trainmen.....	2,540 03	7,708 57	10,248 60
All other Train Supplies.....	89 11	113 58	202 69
Expense of Telegraph, including Train Dispatchers and Operators.....	205 88	166 55	372 43
Wages of Station Agents, Clerks and Laborers.....	4,465 79	3,612 71	8,078 50
Station Supplies.....	511 91	414 13	926 04
Car Mileage—Balance.....	5,545 29	9,582 81	15,128 10
Total.....	\$30,420 57	\$35,401 50	\$65,822 07
General Expenses :			
Salaries of Officers, } Salaries of Clerks, }	3,449 30	2,790 39	6,239 69
Advertising.....	195 87	158 45	354 32
Insurance.....	130 67	105 70	236 37
Rents for Tracks, Yards and Terminals.....	1,146 97	927 87	2,074 84
Legal Expenses.....	117 67	95 20	212 87
Stationery and Printing.....	635 28	513 92	1,149 20
Other General Expenses.....	107 51	86 98	194 49
Total.....	\$5,783 29	\$4,678 51	\$10,461 78
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	23,899 96	19,334 43	43,234 39
Maintenance of Equipment.....	3,974 65	7,503 80	11,478 45
Conducting Transportation.....	30,420 57	35,401 50	65,822 07
General Expenses.....	5,783 27	4,678 51	10,461 78
Grand Total.....	\$64,078 45	\$66,918 24	\$130,996 69

Percentage of Expenses to Earnings—Entire Line, 66.73%.

RENTALS PAID.

For tracks situated at Brattleboro, Vt., owned by Central Vermont Railroad Company, \$2,074.84.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year End- ing June 30, 1892. Increase.
\$982,389 18	Cost of Road.....	\$1,000,478 76	\$18,089 58
82,307 87	Cost of Equipment.....	82,307 87	
800,000 00	Stocks of Other Companies Owned.....	800,000 00	
112,129 71	Cash and Current Assets.....	114,982 71	2,853 00
\$1,976,826 76	Grand Total.....	\$1,997,769 34	\$20,942 58

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year End- ing June 30, 1892. Increase.
\$1,000,000 00	Capital Stock.....	\$1,000,000 00	
800,000 00	Funded Debt.....	800,000 00	
81,019 04	Current Liabilities.....	101,893 16	\$20,874 12
95,807 72	Profit and Loss.....	95,896 18	68 46
\$1,976,826 76	Grand Total.....	\$1,997,769 34	\$20,942 58

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

Express Privileges.....\$3,360.00 per annum.

United States Post-office Department.

Carrying Mails.....\$5,944.45 per annum.

SECURITY FOR FUNDED DEBT.

First Mortgage on road from Brattleboro, Vt., to Bellows Falls, Vt., 24 miles. Amount of mortgage per mile of line, \$33,333.33.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	126,309			
Number of passengers carried one mile.....	2,735,020			
Average distance carried.....	21.6			
Total passenger revenue.....		88,353	30	
Average amount received from each passenger.....			69	9.49
Average receipts per passenger per mile.....			03	2.80
Estimated cost of carrying each passenger one mile....			02	3.43
Total passenger earnings.....		97,661	94	
Passenger earnings per mile of road.....		4,069	24	7.50
Passenger earnings per train mile.....		1	49	3.71
Freight Traffic:				
Number of tons carried of freight earning revenue....	438,971			
Number of tons carried one mile.....	10,309,607			
Average distance haul of one ton.....	23.5			
Total freight revenue.....		98,035	96	
Average amount received for each ton of freight.....			23	3.33
Average receipts per ton per mile.....				9.51
Estimated cost of carrying one ton one mile.....				6.49
Total freight earnings.....		98,035	96	
Freight earnings per mile of road.....		4,084	83	1.67
Freight earnings per train mile.....		1	85	3.37
Passenger and Freight:				
Passenger and freight revenue.		181,388	26	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight :				
Passenger and freight revenue per mile of road.....		7,766	17	7.50
Passenger and freight earnings. Passenger and freight earnings per mile of road.....		195,697	90	
Gross earnings from operation. Gross earnings from operation per mile of road.....		8,154	07	9.17
Expenses.....		196,297	90	
Expenses per mile of road.....		8,179	07	9.17
		190,996	69	
		5,458	19	5.42
Train Mileage :				
Miles run by passenger trains..	65,382			
Miles run by freight trains.	52,896			
Total mileage trains earning revenue.....	118,278			
Miles run by switching trains ..	23,438			
Miles run by construction and other trains.....	2,598			
Grand total train mileage	144,314			
Average number of loaded cars in train.....	15			
Average number of tons of freight in train.....	199			
Average number of tons of freight in each loaded car	13			

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		3	3	Westinghouse		
Freight.....		4				
Switching.....		1				
Total Locomotives.....		8	3			
Cars in Passenger Service:						
First class Passenger Cars.....		1	1	Westinghouse	1	Miller.
Baggage, Express and Postal Cars...		1	1	"	1	"
Total.....		2	2		2	
Cars in Freight Service:						
Box Cars.....		17				
Flat Cars.....		4				
Other Cars.....		7				
Total.....		28				
Grand Total Cars Owned.....		30	2		3	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total. Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	24.00	24.00		24.00
Miles of second track.....	2.50	2.50	1.24	1.26
Miles of yard track and sidings.	1.74	1.74	.39	1.35
Total Mileage Operated (all tracks).....	28.24	28.24	1.63	26.61

MILES OF LINE BY STATES AND TERRITORIES.

Main line represented by capital stock, State of Vermont, 24 miles.
Total mileage, excluding trackage rights, 24 miles; steel rails.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Twenty-four miles single track, steel rails; in State of Vermont.

RENEWALS OF RAILS AND TIES.

Tons of steel rails laid during year, 83; weight per yard, 70 pounds; average price per ton at distributing point, \$32.96.

Total number ties laid during year, chestnut, 9,017; average price at distributing point, \$.45.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Tons bituminous coal, 4,586; miles run, 144,314; average pounds consumed per mile, 63.56. Average cost of coal at distributing point, \$4.13 per ton.

ACCIDENTS TO PERSONS.

Employees—Falling from trains and engines: One trainman; killed.

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.	Item.	Number.	Height of Lowest Above Surface of Rail. Feet.
Bridges:					Overhead Highway Crossings:		
Stone...	3	171	12	73	Bridges....	2	18
Iron....	5	1,077	16	206			
Wooden	1	25	25	25			
Total.	9	1,273			Total....	2	
Tunnels ..	1	279	279	279			

Gauge of Track: 4 feet, 8½ inches. 24 miles.

TELEGRAPH.

Miles of line located on property of road making this report, 24; owned and operated by Western Union Telegraph Company.

STATE OF MASSACHUSETTS, } ss:
County of Hampshire. }

We, the undersigned, Oscar Edwards, President, and W. H. Wilson, Auditor, of the Vermont Valley Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown by the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

OSCAR EDWARDS, *President.*
W. H. WILSON, *Auditor.*

Subscribed and sworn to before me,
this 16th day of September, 1892.

JOHN WHITTELSEY, *Justice of the Peace.*

ANNUAL REPORT
OF THE
WOODSTOCK RAILWAY COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Woodstock Railway Company.

Date of organization: July 1, 1890.

Organized under the General Laws of the State of Vermont.

Original name of corporation: Woodstock Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. N. Billings.....	Woodstock, Vt.....	Elected annually.
Lewis Pratt.....	Woodstock, Vt.....	Term expires when others are elected.
John J. Dewey.....	Quechee, Vt.....	Annual meeting, second Wednesday of
F. S. MacKenzie.....	Woodstock, Vt.....	September each year.
W. C. French.....	Woodstock, Vt.....	
J. Foster Rhodes.....	Chicago, Ill.....	
Norman Williams.....	Chicago, Ill.....	

Total number of stockholders at date of last election: 51.

Date of last meeting of stockholders for election of directors: Second Wednesday in September, 1891.

Post-office address of general office: Woodstock, Vt.

Post-office address of operating office: Woodstock, Vt.

OFFICERS.

President—F. N. Billings.

Vice-President—John J. Dewey.

Secretary—C. P. Marsh.

Treasurer—J. G. Porter.

Auditors—W. S. Dewey and Lewis Pratt.

Chief Engineer,

Superintendent,

Traffic Manager,

General Freight Agent,

General Passenger Agent,

General Ticket Agent,

General Baggage Agent,

J. G. Porter.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Woodstock Railway.....	Woodstock. . .	White River Junction.	13.88
Total Mileage Operated...			13.88

CAPITAL STOCK.

Common; number of shares authorized, 2,500; par value of shares, \$100; total par value authorized, \$250,000; total amount issued and outstanding, \$250,000; dividends declared during year, \$2,495.00; rate, 1%.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for re-organization; 2,500 shares, common stock.
The company has no Funded Debt.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$88 19	Loans and Bills Payable..	\$4,100 00
Balance—Current Liabilities.....	4,011 81	Total.....	\$4,100 00
Total.....	\$4,100 00		

Materials and Supplies on hand, \$2,995.22.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Out- standing.	Apportion- ment. To Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$250,000 00	\$250,000 00	13.88	\$18,011 52
Total.....	\$250,000 00	\$250,000 00	13.88	\$18,011 52

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Current Liabil- ities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Woodstock Rail- way Company....	\$250,000 00	\$4,100 00	\$254,100 00	13.88	\$18,308 35
Total.....	\$250,000 00	\$4,100 00	\$254,100 00	13.88	\$18,308 35

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year. Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
Construction : Purchase of constructed road.....		\$250,000 00	\$250,000 00	\$18,011 52
Equipment: Locomotives...	\$8,040 00			
Total Equipment.		9,901 46	17,825 00	1,284 22
Grand Total Cost Construction, Equipm't, Etc..			\$267,825 00	\$19,295 74

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$26,493 52	
Less Operating Expenses.....	16,810 55	
Income from Operation.....		\$9,682 97
Total Income.....		\$9,682 97
Net Income.....		\$9,682 97
Dividends, 1 per cent, Common Stock (less \$5.00)	\$2,495 00	
Total.....	\$2,495 00	
Surplus from Operations of Year Ending June 30, 1892.....		\$7,187 97
Surplus on June 30, 1891.....		9,620 44
Surplus on June 30, 1892.....		\$16,808 41

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger :		
Passenger Revenue.....	\$10,715 46	
Total Passenger Revenue.....		\$10,715 46
Mail		716 08
Express.....		720 00
Total Passenger Earnings.....		\$12,151 54
Freight :		
Freight Revenue.....	\$14,341 98	
Total Freight Revenue.....		\$14,341 98
Total Freight Earnings.		\$14,341 98
Total Passenger and Freight Earnings...		\$26,493 52
Total Gross Earnings from Operation— Vermont.....		\$26,493 52

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway.....	\$1,056 66	\$3,169 98	\$4,226 64
Renewals of Ties.....	190 75	572 26	763 01
Repairs of Bridges and Culverts.	25 00	75 00	100 00
Repairs of Fences, Road-crossings, Signs and Cattle-guards.	18 75	56 25	75 00
Repairs of Buildings.....	96 13	288 39	384 52
Other Expenses.....	50 00	150 00	200 00
Total.....	\$1,437 29	\$4,311 88	\$5,749 17

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$21 31	\$63 94	\$85 25
Repairs and renewals of Passenger Cars.....	252 50		252 50
Repairs and renewals of Freight Cars.....		5 50	5 50
Other Expenses.....	61 82	185 45	247 27
Total.....	\$335 63	\$254 89	\$590 52
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	330 90	992 70	1,323 60
Fuel for Locomotives.....	689 96	2,069 90	2,759 86
Water-supply for Locomotives..	1 25	3 75	5 00
All other Supplies for Locomotives.....	42 12	126 36	168 48
Wages of other Trainmen.....	262 81	788 44	1,051 25
Wages of Switchmen, Flagmen and Watchmen.....	11 50	34 50	46 00
Wages of Station Agents, Clerks and Laborers.....	503 25	1,509 75	2,013 00
Car Mileage—Balance.....	44 84	134 51	179 35
Loss and Damage.....		7 00	7 00
Total.....	\$1,886 63	\$5,666 91	\$7,553 54
General Expenses:			
Salaries of Officers.....	287 50	862 50	1,150 00
General Office Expenses and Supplies.....	2 50	7 50	10 00
Advertising.....	3 75	11 25	15 00
Insurance.....	44 31	132 94	177 25
Rents for Tracks, Yards and Terminals.....	125 00	375 00	500 00
Stationery and Printing.....	27 58	82 77	110 35
Other General Expenses.....	238 68	716 04	954 72
Total.....	\$729 32	\$2,188 00	\$2,917 32
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	1,437 29	4,311 88	5,749 17
Maintenance of Equipment.....	335 63	254 89	590 52
Conducting Transportation.....	1,886 63	5,666 91	7,553 54
General Expenses.....	729 32	2,188 00	2,917 32
Grand Total.....	\$4,388 87	\$12,421 68	\$16,810 55

Percentage of Expenses to Earnings—Entire line, 63.45.

RENTALS PAID FOR LEASE OF OTHER PROPERTY.

A rental of \$500 is paid to the Central Vermont Railroad Company for the use of its tracks, round-house and passenger station at White River Junction.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.	Assets.	June 30, 1892.	Year ending June 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$250,000 00	Cost of Road.....	\$250,000 00		
9,901 46	Cost of Equipment.....	17,825 00	\$7,923 54	
862 54	Cash and Current Assets.	88 19		\$774 35
	Other Assets:			
3,856 44	Materials and Supplies.	2,995 22		861 22
\$264,620 44	Grand Total.....	\$270,908 41	\$7,923 54	\$1,635 57

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.	Liabilities.	June 30, 1892.	Year ending June 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$250,000 00	Capital Stock.....	\$250,000 00		
5,000 00	Current Liabilities.....	4,100 00		\$900 00
9,620 44	Profit and Loss.....	16,808 41	\$7,187 97	
\$264,620 44	Grand Total.....	\$270,908 41	\$7,187 97	\$900 00

CONTRACTS, AGREEMENTS, ETC.

American Express Company, \$60 per month.

Mails: Present compensation, \$716.08 per year.

Traffic arrangements to certain points with Central Vermont and Boston and Maine Railroad Companies, as per tariffs, copies of which are furnished Interstate Commerce Commission.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensa- tion.	Ave. Daily Compensation
General Officers.....	1	313	\$1,150 00	\$3 67
Station Agents.....	5	1,565	2,013 00	1 27
Enginemen.....	1	313	790 00	2 54
Firemen.....	1	313	530 00	1 67
Conductors.....	1	313	640 00	2 04
Other Trainmen.....	1	313	460 85	1 47
Section Foremen.....	3	939	1,460 00	1 55
Other Trackmen.....	8	2,504	2,720 98	1 12
Total (Including "General Officers").....			\$9,764 83	
Less "General Officers".....			1,150 00	
Total (Excluding "General Officers").....			\$8,614 83	
Distribution of Above :				
General Administration.....			1,150 00	
Maintenance of Way and Structures.....			4,180 98	
Conducting Transportation.....			4,433 85	
Total (Including "General Officers").....			\$9,764 83	
Less "General Officers".....			1,150 00	
Total (Excluding "General Officers").....			\$8,614 83	
Total (Including "General Officers")—Entire Line.....			\$9,764 83	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	17,219			
Number of passengers carried one mile.....	291,070			
Average distance carried.....	16.9	10,715	46	
Total passenger revenue.				
Average amount received from each passenger.....			62	2.80
Average receipts per passen- ger per mile.....			08	6.81
Estimated cost of carrying each passenger one mile....			01	5.07
Total passenger earnings.....		12,151	54	
Passenger earnings per mile of road.....		875	47	
Passenger earnings per train mile.....		2	11	3.31
Freight Traffic:				
Number of tons carried of freight earning revenue....	12,128			
Number of tons carried one mile.....	146,229			
Total freight revenue.....		14,341	98	
Average amount received for each ton of freight.....		1	18	2.05
Average receipts per ton per mile.....			09	8.07
Estimated cost of carrying one ton one mile.....			08	4.94
Total freight earnings.....		14,341	98	
Freight earnings per mile of road.....		1,033	28	3.00
Freight earnings per train mile.....			83	1.42
Passenger and Freight:				
Passenger and freight reve- nue.....		25,057	44	
Passenger and freight reve- nue per mile of road.....		1,805	29	1.00

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earnings..		26,493	52	
Passenger and freight earnings per mile of road.....		1,908	75	5.05
Gross earnings from operation...		26,493	52	
Gross earnings from operation per mile of road.....		1,908	75	5.05
Expenses.....		16,810	55	
Expenses per mile of road.....		1,211	13	4.70
Train Mileage: All mixed.				
Miles run by passenger trains....	} 23,000			
Miles run by freight trains.....				
Miles run by mixed trains.....				
Total Mileage Trains Earning Revenue.....	23,000			
Miles run by switching trains....	300			
Grand Total Train Mileage....	23,300			
Mileage of loaded freight cars— North or East, estimated.....	10,920			
Mileage of loaded freight cars— South or West, estimated.....	10,920			
Mileage of empty freight cars— North or East, estimated.....	3,640			
Mileage of empty freight cars— South or West, estimated.....	3,640			
Average number of freight cars in train, estimated.....	1.66			
Average number of loaded cars in train, estimated.....	1.25			
Average number of empty cars in train, estimated.....	.41			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain		1,547	1,547	12.75
Flour		290	290	02.39
Cotton		10	10	00.08
Fruit and Vegetables.....	50	30	80	00.66
Products of Animals:				
Live Stock.....	360	20	380	03.13
Poultry, Game and Fish.....	5		5	00.04
Wool	62	70	132	01.08
Hides and Leather.....	25	40	65	00.53
Products of Mines:				
Anthracite Coal.....		2,466	2,466	20.33
Salt.....		60	60	00.49
Products of Forest:				
Lumber.....	2,060	360	2,420	19.95
Bark.....	120		120	00.99
Chair Stock.....	840		840	06.93
Manufactures:				
Petroleum and other Oils.....		130	130	01.15
Sugar	20	75	95	00.80
Soap.....		80	80	00.66
Castings and Machinery.....	65	80	145	01.19
Bar and Sheet Metal.....		20	20	00.16
Cement, Brick and Lime.....	10		10	00.08
Agricultural Implements.....		20	20	00.16
Wagons, Carriages, Tools, Etc....		20	20	00.16
Household Goods and Furniture..	10	50	60	00.50
Fertilizer.....		100	100	00.82
Miscellaneous: Other commodi- ties not mentioned above.....	1,000	2,033	3,033	24.97
Total Tonnage.....	4,627	7,501	12,128	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	1	2	2	Westinghouse.	None.	
Freight.....						
Total Locomotives.....	1	2	2			
Cars in Passenger Service:						
First-class Passenger Cars.....		2	1	Westinghouse.	2	Miller.
Combination Passenger Cars....		1	1	"	1	"
Baggage, Exp. and Postal Cars.		1	1	"	1	"
Total.....		4	3		4	
Cars in Freight Service:						
Box Cars.....		1	1	Westinghouse.	None.	
Flat Cars.....		1		None.		
Total.....		2	1			
Grand Total Cars Owned....		6				

MILEAGE OF ROAD OPERATED.

Miles of single track, 13.88. Miles of yard track and sidings, 1. Total mileage operated (all tracks), 14.88.

MILEAGE OF LINE BY STATES AND TERRITORIES.

Vermont, 13.88 miles, main line. Mileage owned by road making this report, 13.88, main line.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Tamarack.....	1,053	36 cents.
Hemlock.....	1,218	32 "
Total.....	2,271	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal— Tons.	Cords Hard Wood	Total Fuel Con- sumed— Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	127 ¹⁴⁰ / ₂₀₀₀	578.13	512.40	23,300	48.97
Freight.....					
Switching.....					
Construction.....					
Average Cost at dis- tributing point.....	\$4.48	\$4.10			

There were no accidents to persons on this road during the year.

CHARACTERISTICS OF ROAD.

Have no Engineer and cannot supply part of data asked for.

Bridges :

Number Wooden..... 1
Aggregate length..... 250 feet

Overhead Highway Crossings :

*Bridges..... 1
Conduits..... 6
Total..... 7
*Height above surface of rail..... 17 feet, 6 inches

Overhead Railway Crossings :

Bridges over highway.....	4
Bridges over streams.....	2
Total.....	6

Gauge of Track : 4 feet, 8½ inches; 13.88 miles of main line.

CAR MILEAGE.

Individuals, Co-operative Fast Freight Lines and Stock Companies, to which the Company making this report pays mileage for use of cars.

Central Vermont Railroad System.
 Boston and Maine Railroad System.
 Fitchburg Railroad System.
 National Despatch Line.
 White Line Transit Company.
 Red Line Transit Company.
 Blue Line Transit Company.
 Grand Trunk Railway Company.
 Cincinnati, Hamilton and Dayton Railroad Company.
 Delaware, Lackawanna and Western Railway Company.
 Great Eastern Line.
 New York Central and Leased Lines.
 Richmond and Danville Railroad Company.
 Canadian Pacific Railway Company.
 Union Line.
 Michigan Central System.
 Pennsylvania Railroad System.
 Quebec Central Railway Company.
 Delaware and Hudson Canal Company.
 C. C. C. and St. Louis Railroad Company.
 Illinois Central Railroad Company.
 Connecticut River Railroad Company.
 Concord and Montreal Railroad Company.
 New York, Ontario and Western Railroad Company.
 Terre Haute and Indiana Railroad Company.
 Lake Shore and Michigan Southern Railroad Company.
 New York, Pennsylvania and Ohio Railroad Company.
 Erie Despatch Line.
 Missouri Pacific Railway Company.
 Great Northern Line.
 Canada Atlantic Railway Company.
 Maine Central Railroad Company.
 Empire Line.
 Minneapolis, St. Paul and Ste. Marie Railway Company.
 Old Colony Railroad Company.
 New York, New Haven and Hartford Railroad Company.
 Montpelier and Wells River Railroad Company.
 Lehigh Valley Railroad Company.
 Buffalo, Rochester and Pittsburg Railroad Company.
 Pennsylvania, Poughkeepsie and Boston Railroad Company.
 Toledo, Peoria and Western Railroad Company.
 Ohio River Railroad Company.

Providence, Worcester and Boston Railroad Company.
Inter-Colonial Railway Company.
Canada Southern Railroad Line.
Cheshire Railroad Company.
Boston and Albany Railroad Company.
Chicago and Grand Trunk Railway Company.

STATE OF VERMONT, }
County of Windsor. } ss:

I, the undersigned, J. G. Porter, Treasurer of the Woodstock Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

J. G. PORTER, *Treasurer.*

Subscribed and sworn to before me,
this 16th day of September, 1892.

LEWIS PRATT,

Notary Public.

ANNUAL REPORT
OF THE
ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
UNDER LEASE TO THE
GRAND TRUNK RAILWAY COMPANY
OF CANADA,
FOR THE YEAR ENDING JUNE 30, 1893.

NOTE—The statistics herein given, unless otherwise stated, are for the whole line, extending from Portland, Me., to Island Pond, Vt., and including extension to Boundary Line, and also the Lewiston & Auburn, and the Norway Branches. The accounts not being so kept by the Lessees as to give the Vermont division separately.

HISTORY.

Name of common carrier making this report: Atlantic & St. Lawrence Railroad Company.

Date of organization: September 25, 1845.

Chartered by the State of Maine, February 10, 1845.

“ “ New Hampshire, June 30, 1847.

“ “ Vermont, October 27, 1848.

Not a consolidated company.

Not a reorganized company.

Operated by the Grand Trunk Railway Company of Canada.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
L. J. Seargeant.....	Montreal, Canada.....	First Tuesday in August, 1894.
Philip H. Brown.....	Portland, Me.....	
Sir A. T. Galt.....	Montreal, Canada.....	
F. R. Barrett.....	Portland, Me.....	
F. K. Swan.....	“ “.....	
G. P. Wescott.....	“ “.....	
W. W. Duffett.....	“ “.....	
S. R. Small.....	“ “.....	
W. W. Brown.....	“ “.....	

Total number of stockholders at date of last election: 1,503.

Date of last meeting of stockholders for election of directors: August 1, 1893.

Post-office address of general office: Portland, Maine.

Post-office address of operating office: Montreal, Canada.

OFFICERS.

President—L. J. Seargeant, Montreal, Canada.

Vice-President—P. H. Brown, Portland, Maine.

Secretary—F. R. Barrett, Portland, Maine.

Treasurer—W. W. Duffett, Portland, Maine.

General Solicitor—A. A. Strout, Portland, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Atlantic & St. Lawrence Railroad.....	Portland, Me.	Island Pond, Vt.	149.58	165.22
Extension.....	Island Pond, Vt.	Boundary Line, Vt.	15.64	
Leased Lines:				
Norway Branch R. R.....	South Paris	Norway, Me.	1.36	6.77
Lewiston & Auburn Branch.....	Lewiston Junction	Lewiston, Me.	5.41	
Total Mileage Operated.....				171.99

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		By What Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From	To			
Atlantic & St. Lawrence Railroad.....	Portland, Me.	Island Pond.	The Grand Trunk Railway.	Leased for 999 years from Aug. 5, 1853.	149.58
Extension.....	Island Pond	Boundary Line, Vt.			15.64
Norway Branch R. R....	South Paris	Norway.			1.36
Lewiston & Auburn R.R.	Lewiston Jc.	Lewiston.			5.41
Total Mileage.....					171.99

The Atlantic & St. Lawrence Railroad is leased to the Grand Trunk Railway Company of Canada for 999 years, from August 5, 1853. Interest and Dividend guaranteed at 6 per cent per annum. The Norway Branch R. R. is leased to the Grand Trunk Railway Co. at a nominal rent of one dollar per annum. The Lewiston & Auburn Branch R. R. is leased to the Grand Trunk Railway Co.; the latter Company paying \$15,000 per annum to the former Company, and also receiving all income and paying all expenses.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock: U. S. Currency; Com- mon.....	54,840	\$100	\$5,484,000	\$5,484,000	6%	\$320,040
Capital Stock: Ster- ling; Common. . .		£100				
Total.....	54,840		\$5,484,000	\$5,484,000		\$320,040

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Rate.
	Date of Issue.	When Due.				
First Mortgage Bonds.....	Oct. 1, 1864	5-20	\$1,500,000	\$1,490,916	All	6%
Second Mortgage Bonds.....	May 1, 1871	5-20	713,000	712,932	"	"
Third Mortgage Bonds.....	July 1, 1889	20	787,000	786,984	"	"
Balance on Exchange of Bonds.....				168	"	"
Island Pond Debentures.....	Dec. 1, 1892	30	438,000	438,000	"	"
Grand Total.....			\$3,438,000	\$3,438,000		

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.
Mortgage Bonds.....	\$3,438,000	\$3,438 000
Total.....	\$3,438,000	\$3,438,000

The Line is leased and operated by the Grand Trunk Railway Co., hence there are no current balances.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$5,484,000	\$5,484,000	165.22	\$33,192 11
Bonds.....	3,438,000	3,438,000	165.22	20,808 62
Total.....	\$8,922,000	\$8,922,000	165.22	

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Atlantic and St. Lawrence.....	\$5,484,000	\$3,000,000			
Extension to Boundary Line.		438,000	\$8,922,000	165.22	\$54,000 73
Norway Branch..	8,750		8,750	1.36	6,433 82
Lewiston & Auburn Branch..	300,000		300,000	5.41	55,452 86
Total... ..	\$5,792,750	\$3,438,000	\$9,230,750		

EQUIPMENT.

Item.	Total Cost to June 30, 1893.	Cost Per Mile.
Total Equipment.....	\$8,922,000	\$54,000 73

Equipment furnished by the Lessees.

Total cost construction, equipment, etc., State of Vermont, cannot be given.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$1,231,704 16	
Less Operating Expenses.....	934,598 10	
Income from Operation.....		\$297,106 06
Total Income.....		\$297,106 06
Deductions from Income:		
Interest on Funded Debt accrued, and Capital Stock.....	\$553,320 00	
Taxes.....	22,509 54	
Total Deductions from Income.....		\$575,829 54
Deficit (paid by Lessees).....		\$278,723 48
The Lessees receive all income and pay all expenses.		

EARNINGS FROM OPERATION.

(Whole Line—Portland to Canada Boundary Line, Lewiston & Auburn R. R. and Norway Branch.)

Item.	Actual Earnings.
Total Passenger Revenue.....	\$319,340 66
Mail.....	22,608 91
Express.....	23,123 58
Other items.....	3,259 54
Total Passenger Earnings.....	\$368,332 69
Total Freight Revenue.....	\$863,371 47
Total Freight Earnings.....	\$863,371 47
Total Passenger and Freight Earnings.....	\$1,231,704 16
Total Gross Earnings from Operation—Entire Line..	\$1,231,704 16

OPERATING EXPENSES.

Item.	Total.
Maintenance of Way and Structures.....	\$188,949 20
Maintenance of Equipment.....	\$160,539 40
Conducting Transportation.....	\$542,709 58
Total.....	\$892,198 18
General Expenses.....	\$42,399 92
Recapitulation of Expenses:	
Maintenance of Way and Structures.....	\$188,949 20
Maintenance of Equipment.....	160,539 40
Conducting Transportation.....	542,709 58
General Expenses.....	42,399 92
Grand Total.....	\$934,598 10

Percentage of Operating Expenses to Earnings—Entire Line, 75.88 per cent.

RENTALS PAID.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash. Per Annum.
Norway Branch.....	Nominal.	Nominal.	\$1
Lewiston & Auburn Branch.....			18,000

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1893. Total.
Grand Total.....	\$8,922,000 00
Liabilities.	June 30, 1893. Total.
Capital Stock.....	\$5,484,000 00
Funded Debt.....	3,438,000 00
Grand Total.....	\$8,922,000 00

CONTRACTS, AGREEMENTS, ETC.

Express business conducted by the Lessees.

The U. S. Government pays for the A. & St. L. R. R. \$22,289.22 per annum; L. & A. Ry., \$239.84 per annum.

Sleeping Cars—Contract with the Pullman Car Co., who furnish and maintain the cars, and collect special fares.

Contract with the Great Northwestern Telegraph Company, who maintain the line and collect receipts for any public business done. The Company pay the operators.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From	To	Miles.	
Mortgage Bonds.....	Portland	Island Pond.	149.58	\$20,056 15
Island Pond Debentures.....	Island Pond	Boundary Line.	15.64	28,005 11

Employees and Salaries.—Operated by the Lessees, and all salaries paid by them.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE
—Entire Line.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	418,644			
Number of passengers carried one mile.....	12,397,757	319,340	66	
Total passenger revenue.....				
Average amount received from each passenger.....			87	2.03
Average receipts per passenger per mile.....			02	9.44
Total passenger earnings.....		368,332	69	
Freight Traffic:				
Number of tons carried of freight earning revenue....	1,036,677			
Number of tons carried one mile.....	109,491,242			
Total freight revenue.....		863,371	47	
Average amount received for each ton of freight.....			83	2.83
Average receipts per ton per mile.....				7.88
Total freight earnings.....		863,371	47	
Passenger and Freight:				
Passenger and freight revenue.		1,182,712	13	
Passenger and freight earnings.....		1,231,704	16	
Gross earnings from operation		1,231,704	16	
Expenses.....		934,598	10	
Train Mileage:				
Miles run by passenger trains.	361,892			
Miles run by freight trains. .	615,128			
Miles run by mixed trains....	176,545			
Total Mileage Trains Earn- ing Revenue	1,153,565			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Miles run by switching trains.	323,002			
Miles run by construction and other trains.....				
Grand Total Train Mileage.	1,476,567			
Average number of freight cars in train.....	20			
Average number loaded cars in train.....	20			
Average number of tons of freight in train.....	340			
Average number of tons of freight in each loaded car...	12			

Equipment furnished by the Lessees; none owned by the Company.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Repre- sented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage Operated.	Rails. Steel.
Miles of single track.....	165.22	6.77	171.99	All
Miles of yard track and sidings.	37.41	.80	37.71	

MILEAGE OF LINE BY STATES AND TERRITORIES.

I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated Under Lease.	Total Mileage, Excluding Trackage Rights.
Maine.....	82.60	6.77	89.37
New Hampshire.....	52.06		52.06
Vermont.....	30.56		30.56
Total Mileage Operated (single track)	165.22	6.77	171.99

II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Maine.....	82.60		82.60
New Hampshire.....	52.06		52.06
Vermont.....	14.92		14.92
Total Mileage Owned (single track)..	149.58		149.58

ACCIDENTS TO PERSONS—State of Vermont.

Coupling and uncoupling: trainman injured, 1. Collisions: trainman injured, 1. Total, 2.

CHARACTERISTICS OF ROAD—*Continued*—Whole Line.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges :

Number Stone.....	2
Aggregate length.....	333 feet, 4 inches
Minimum length.....	155 feet, 10 inches
Maximum length.....	177 feet, 6 inches
Number Iron.....	54
Aggregate length.....	5,585 feet, 2 inches
Minimum length.....	23 feet
Maximum length.....	332 feet
Number Wooden.....	2
Aggregate length.....	78 feet
Minimum length.....	34 feet
Maximum length.....	44 feet

Trestles :

Number.....	2
Aggregate length.....	1,578 feet
Minimum length.....	65 feet
Maximum length.....	1,513 feet

Overhead Highway Crossings :

Number Bridges.....	18
Height of lowest above surface of rail.....	15 feet, 6 inches

Overhead Railway Crossings :

Number Bridges.....	1
Height of lowest above surface of rail.....	166 feet

Gauge of Track : 4 feet 8½ inches. 171.99 miles.

Telegraph :

Whole Line operated by the Great North Western Telegraph Company.

STATE OF MAINE, }
County of Cumberland. } ss :

We, the undersigned, Philip Henry Brown, Vice-President, and W. W. Duffett, Treasurer, of the Atlantic & St. Lawrence Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company, and statements received from Lessees; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, so far as we know, the statements being given by the Lessees, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

PHILIP HENRY BROWN, *Vice-President*.
W. W. DUFFETT, *Treasurer*.

Subscribed and sworn to before me
this 15th day of September, 1893.

HUBBARD W. BRYANT, *Justice of the Peace*.

ANNUAL REPORT

OF THE

BARRE RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Barre Railroad Company.

Date of organization: April 9, 1888.

Organized under the Laws of the State of Vermont. General Laws of Vermont, Chapters 154, 155, 156, 157; Acts of 1882, Nos. 1, 35, 36, 37, 38, 39, 40; Acts of 1884, Nos. 20, 21, 22, 23; 1886, Nos. 20, 21, 22, 23.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
A. D. Morse.....	Barre, Vt.....	May, 1894.
W. A. Stowell.....	Montpelier, Vt.....	
E. L. Smith.....	Barre, Vt.....	
John Trow.....	Barre, Vt.....	
F. W. Stanyan.....	Barre, Vt.....	

Total number of stockholders at date of last election: 100.

Date of last meeting of stockholders for election of directors: May 25, 1893.

Post-office address of general office: Barre, Vt.

Post-office address of operating office: Barre, Vt.

OFFICERS.

President—A. D. Morse, Barre, Vt.

First Vice-President—W. A. Stowell, Montpelier, Vt.

Clerk—
Treasurer— } F. W. Stanyan, Barre, Vt.

General Superintendent—F. W. Stanyan, Barre, Vt.

Master of Bridges—Charles F. Robinson, Montpelier, Vt.

Road Master—Frank E. Dodge, Montpelier, Vt.

Assistant General Passenger Agent—F. W. Stanyan, Barre, Vt.

PROPERTY OPERATED.

Barre Railroad from Barre, Vt., to the Granite Quarries. Miles of line, 9.26.

CAPITAL STOCK.

Number of shares authorized, common, 800. Par value of shares, \$100. Total par value authorized, \$80,000. Total amount issued and outstanding, \$75,223.10.

Number of shares issued during year, 2. Cash realized on amount issued during year, \$190. Total number of shares issued, 747. Total cash realized, \$75,223.10. No funded debt.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$4,049 03
Net Traffic Balances due from other Companies.....	960 10
Due from Solvent Companies and Individuals.....	3,602 04
Balance—Current Liabilities.....	199,247 15
Total.....	\$207,858 32

Materials and Supplies on hand, \$1,575.50.

Current Liabilities Accrued to and Including June 30, 1893.

Loans and Bills Payable.....	\$153,556 63
Audited Vouchers and Accounts.....	53,084 69
Wages and Salaries.....	1,217 00
Total.....	\$207,858 32

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment To Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$75,223 10	\$75,223 10	9.26	\$8,123 44

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Barre Railroad Company.....	\$75,223 10	\$207,858 32	\$283,081 42	9.26	\$30,570 34
Total.....	\$75,223 10	\$207,858 32	\$283,081 42	9.26	\$30,570 34

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost Per Mile.
	Charged to Construction or Equipment.			
Construction:				
Right of Way....		\$28,802 50	\$28,802 50	\$3,110 42
Other Real Estate		12,750 17	15,275 17	1,694 58
Fences.....	\$223 82	636 67	860 49	92 91
Grading and Bridge and Culvert Ma- sonry.....		65,727 35	65,727 35	7,097 98
Bridges and Tres- tles.....		5,066 11	5,066 11	547 10
Rails.....		52,505 36	52,505 36	5,670 20
Ties.....		14,712 64	14,712 64	1,588 85
Other Super- structure.....		5,580 31	5,580 31	602 63
Buildings, Furni- ture and Fix- tures.....		4,299 11	4,299 11	464 27
Shop Machinery and Tools.....		372 09	372 09	40 18
Engineering Ex- penses.....		4,658 85	4,658 85	503 11
Interest during Construction...		1,564 07	1,564 07	168 90
Terminal Facili- ties and Ele- vators.....		17,166 98	17,166 98	1,853 88
Other Items.....		3,138 14	3,138 14	338 89
Total.....	\$223 82	\$216,980 35	\$217,729 17	\$23,773 90
Equipment:				
Locomotives.....		\$21,667 00	\$21,667 00	\$2,339 85
Passenger Cars...		4,305 25	4,305 25	464 93
Baggage, Express and Postal Cars		862 75	862 75	93 17

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—*Continued.*

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost Per Mile.
	Charged to Construction or Equipment.			
Freight Cars.....		\$20,538 56	\$20,538 56	\$2,217 99
Other Cars of all classes.		1,318 53	1,318 53	142 39
Grand Total..	\$223 82	\$265,672 44	\$266,421 36	\$29,092 23

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$32,080 26
Less Operating Expenses.....	20,018 84
Income from Operation.....	\$12,061 42
Total Income.....	\$12,061 42
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for.....	\$8,763 49
Taxes.....	891 39
Total Deductions from Income.....	9,654 88
Net Income.....	\$2,406 54
Surplus from Operations of Year ending June 30, 1893.....	2,406 54
Surplus on June 30, 1892.....	16,518 78
Deductions for Year.....	\$18,925 32
Surplus on June 30, 1893.....	11,648 64
	\$6,276 68

EARNINGS FROM OPERATION.

Item.	Deductions, Account of Repay- ments, Etc.	Actual Earnings.
Passenger :		
Passenger Revenue.....	\$3,381 90	\$3,381 90
Total Passenger Revenue.....		\$3,381 90
Total Passenger Earnings.....		\$3,381 90
Freight :		
Freight Revenue.....	27,978 16	27,978 16
Total Freight Revenue.....		\$27,978 16
Total Freight Earnings.....		\$27,978 16
Total Passenger and Freight Earn- ings		\$31,360 06
Other Earnings from Operation :		
Car Mileage—Balance.....		17 72
Rents not otherwise provided for....		627 48
Other Sources.....		75 00
Total Other Earnings.....		\$720 20
Total Gross Earnings from Opera- tion.....		\$32,080 26

OPERATING EXPENSES.

Item.	Chargeable to Passen- ger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$275 09	\$2,475 86	\$2,750 95
Renewals of Ties.....	26 11	235 06	261 17
Repairs of Bridges and Culverts.	54 76	492 81	547 57
Repairs of Buildings.....	55 09	495 87	550 96
Other Expenses.....	139 79	1,258 15	1,397 94
Total.....	\$550 84	\$4,957 75	\$5,508 59
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	183 36	1,650 22	1,833 58
Repairs and renewals of Passenger Cars.....	7 74	69 74	77 48
Repairs and renewals of Freight Cars.....	164 06	1,476 57	1,640 63
Shop Machinery, Tools, Etc.....	2 32	20 88	23 20
Total.....	\$357 48	\$3,217 41	\$3,574 89
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	387 04	3,483 42	3,870 46
Fuel for Locomotives.....	381 97	3,437 70	3,819 67
Water-supply for Locomotives..	26 74	240 70	267 44
All other supplies for Locomotives—Oil.....	21 88	196 97	218 85
Wages of Switchmen, Flagmen and Watchmen.....	64 53	580 79	645 32
Wages of Station Agents, Clerks and Laborers.....	8 25	74 25	82 50
Loss and Damage.....	29 36	264 20	293 56
Total.....	\$919 77	\$8,278 03	\$9,197 80

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers)			
Salaries of Clerks }	\$121 70	\$1,095 30	1,217 00
Advertising.....	8 78	79 02	87 80
Legal Expenses.....	11	99	1 10
Stationery and Printing.....	27 51	247 65	275 16
Other General Expenses.....	15 65	140 85	156 50
Total.....	\$173 75	\$1,563 81	\$1,737 56
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	550 84	4,957 75	5,508 59
Maintenance of Equipment.....	357 48	3,217 41	3,574 89
Conducting Transportation.....	919 77	8,278 03	9,197 80
General Expenses.....	173 75	1,563 81	1,737 56
Grand Total.....	\$2,001 84	\$18,017 00	\$20,018 84

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Item.
\$216,980 35	Cost of Road.....	\$217,729 17
48,692 09	Cost of Equipment.....	48,692 09
12,750 17	Lands owned.....	12,750 17
5,104 46	Cash and Current Assets.....	8,611 17
1,360 00	Other Assets: Materials and Supplies.....	1,575 50
\$284,887 07	Grand Total.....	\$289,358 10

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Item.	Liabilities.	June 30, 1893.		Year Ending June 30, 1893.	
		Item.	Total.	Increase.	Decrease.
\$75,033 10	Capital Stock....	\$75,223 10	\$75,223 10	\$190 00	
193,655 19	Current Liabilities.....	207,858 32		14,203 13	
16,198 78	Profit and Loss..	6,276 68			\$9,922 10
\$284,887 07	Grand Total..	\$289,358 10		\$14,393 13	\$9,922 10

EMPLOYEES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	1	313	\$1,217 00	\$3 88
Station Agents.....	1	313	82 50	26½
Enginemen.....	2	626	1,262 75	2 01
Firemen.....	2	626	821 15	1 31
Conductors.....	2	626	1,063 24	1 70
Other Trainmen.....	2	626	723 32	1 15½
Other Shopmen.....	1	313	483 70	1 56
Section Foremen.....	3	782	1,251 20	1 60
Other Trackmen.....	6	1,212	1,499 75	1 24
Switchmen, Flagmen and Watchmen.....	2	676	645 32	95½
Total (Including "General Officers").....	22	6,113	\$9,049 93	\$1 48
Less "General Officers"	1	313	1,217 00	
Total (Excluding "General Officers").....	21	5,800	\$7,832 93	\$1 35
Distribution of Above:				
General Administration...	1	313	1,217 00	3 88
Maintenance of Way and Structures.....	9	1,994	2,750 95	1 38
Maintenance of Equip- ment.....	1	313	483 70	1 56
Conducting Transporta- tion.....	11	3,493	4,598 28	1 31
Total (Including "General Officers").....	22	6,113	\$9,049 93	\$1 48
Less "General Officers"	1	313	1,217 00	
Total (Excluding "General Officers").....	21	5,800	\$7,832 93	\$1 35

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—State of Vermont.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	15,106			
Number of passengers carried one mile.....	60,424			
Average distance carried.....	4			
Total passenger revenue.....		3,381	90	
Average amount received from each passenger.....			22	3.87
Average receipts per passen- ger per mile.....			5	5.94
Total passenger earnings.....		3,381	90	
Passenger earnings per mile of road.....		365	21	
Passenger earnings per train mile.....				
Freight Traffic:				
Number of tons carried of freight earning revenue	60,782			
Number of tons carried one mile.....	243,128			
Average distance haul of one ton.....	4			
Total freight revenue.....		27,978	16	
Average amount received for each ton of freight.....			46	0.30
Average receipts per ton per mile.....			11	5.07
Total freight earnings.....		27,978	16	
Freight earnings per mile of road.....		3,021	39	
Freight earnings per train mile.....				
Passenger and Freight:				
Passenger and freight reve- nue.....		31,360	06	
Passenger and freight revenue per mile of road.....		3,386	61	
Passenger and freight earnings		31,360	06	
Passenger and freight earnings per mile of road.....		3,386	61	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Gross earnings from operation		\$32,080	26	
Gross earnings from operation per mile of road.....		3,464	39	
Gross earnings from operation per train mile.....		2,161	21	
Train Mileage :				
Miles run by passenger trains	1,760			
Miles run by freight trains...	14,086			
Total Mileage Trains				
Earning Revenue.....	15,846			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road.
	Whole Tons.
Products of Mines :	
Stone, Sand and other like articles.....	57,147
Merchandise.....	3,635
Total Tonnage.....	60,782

CHARACTERISTICS OF ROAD

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.		PROFILE.				
				Length of Level Line. Miles.		ASCENDING GRADES.		DESCENDING GRADES.
						Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Sum of Descents. Feet.
From	To	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.					Aggregate Length of Descending Grades. Miles.
Barre.....	Quarries..	9.26	1	2.26	1	21,120	4	15,840
								3

There were no accidents to persons on this road during the year.

CHARACTERISTICS OF ROAD—*Continued.*

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.	Item.	Number.	Height of Lowest Above Surface of Rail. Feet.
Bridges: Wooden	2	120	60	60	Overhead Railway Crossings: Trestles....	1	25
Trestles ..	3	615	65	450			

Gauge of Track : 4 feet, 8½ inches. 9.26 miles.

STATE OF VERMONT, }
County of Washington. } ss:

We, the undersigned, A. D. Morse, President, and F. W. Stanyan, Treasurer, of the Barre Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown by the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

A. D. MORSE, *President.*
F. W. STANYAN, *Treasurer.*

Subscribed and sworn to before me,
this 19th day of March, 1894.

CLINTON N. FIELD, *Notary Public.*

ANNUAL REPORT

OF THE

BENNINGTON AND RUTLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Bennington and Rutland Railway Company.

Date of organization: August, 1877.

Organized under the General Laws of the State of Vermont.

Original name of corporation: Bennington and Rutland Railroad Company. Reorganized under General Statutes of Vermont.

Foreclosure of Mortgage.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
J. G. McCullough.....	North Bennington, Vt..	First Tuesday in July.
F. B. Jennings.....	New York City, N. Y....	
W. S. Webb.....	Shelburne, Vt.....	
T. L. Park.....	North Bennington, Vt..	
M. S. Colburn.....	Manchester, Vt.....	

Total number of stockholders at date of last election: 7.

Date of last meeting of stockholders for election of directors: First Tuesday in July.

Post-office address of general office: North Bennington, Vt.

Post-office address of operating office: Supt., Bennington, Vt.; G. F. and P. A., also Master Mechanic, Rutland. All other general officers at North Bennington, Vt.

OFFICERS.

President—J. G. McCullough, North Bennington, Vt.

Vice-President—F. B. Jennings, New York City, N. Y.

Secretary—G. W. Harman, Bennington, Vt.

Treasurer—S. B. Hall, North Bennington, Vt.

Auditor—W. G. Shaw, North Bennington, Vt.

General Superintendent—E. D. Bennett, Bennington, Vt.

General Freight Agent—H. W. Spafford, Rutland, Vt.

General Passenger Agent—H. W. Spafford, Rutland, Vt.

General Ticket Agent—In charge of Auditor.

General Baggage Agent—In charge of G. P. A.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Bennington and Rutland Railway.....	Bennington, Vt....	Rutland, Vt.....	57.06	58.91
	N. Bennington, Vt.	N. Y. State Line...	1.85	

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.....	20,000	\$50 00	\$1,000,000 00	\$1,000,000 00
Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.	REMARKS.	
Issued for Construction: Preferred.....	20,000	\$1,000,000 00	Issued for same amount of stock of former Co.	

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$52,894 53
Due from Agents.....	6,212 78
Due from Solvent Companies and Individuals.....	2,811 65
Total.....	\$61,918 96

Current Liabilities Accrued to and Including June 30, 1893.

Audited Vouchers and Accounts.....	\$6,933 35
Wages and Salaries.....	9,100 70
Net Traffic Balances due to other Companies.....	10,225 48
Matured Interest Coupons Unpaid (including Coupons due July 1).....	5,541 67
Miscellaneous: Taxes.....	3,302 65
Balance—Cash Assets.....	26,815 11
Total.....	\$61,918 96

Materials and Supplies on hand, \$8,900.41.

RECAPITULATION.

Account.	Total Amount Out- standing.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00		\$16,975 05
Bonds.....	475,000 00	475,000 00	58.91	8,063 15
Total.....	\$1,475,000 00	\$1,475,000 00	58.91	\$25,038 20

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
Construction.....	\$1,475,000 00	\$1,475,000 00	\$25,038 20
Total Construction.....	\$1,475,000 00	\$1,475,000 00	\$25,038 20

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$284,731 69	
Less Operating Expenses.....	210,741 10	
Total Income from Operation.....		\$73,990 59
Deductions from Income:		
Interest on Funded Debt accrued.....	\$33,250 00	
Taxes.....	7,168 30	
Total Deductions from Income..		40,418 30
Surplus from Operations of Year ending June 30, 1893.....		\$33,572 29
Surplus on June 30, 1892.....		2,143 23
Surplus on June 30, 1893.....		\$35,715 52

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$111,931 59		
Total Passenger Revenue..			\$111,931 59
Mail.....	9,219 72		
Express.....	7,366 67		16,586 39
Total Passenger Earnings.			\$128,517 98

EARNINGS FROM OPERATION—*Continued.*

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Freight: Freight Revenue.....	\$155,265 05		
Total Freight Revenue...			\$155,265 05
Total Freight Earnings...			\$155,265 05
Other Earnings from Operation: Other sources.....			948 66
Total Other Earnings.....			\$948 66
Total Gross Earnings from Operation—Vermont...			\$284,731 69
Total Gross Earnings from Operation—Entire Line.			\$284,731 69.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....			\$31,144 82
Renewals of Ties.....			12,770 29
Repairs of Bridges and Culverts.			9,321 41
Repairs of Fences, Road-crossings, Signs, and Cattle-guards.			1,337 93
Repairs of Buildings.....			2,617 30
Other Expenses.....			1,500 00
Total.....			\$58,691 75
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....			16,507 28
Repairs and renewals of Passenger Cars.....			9,630 85
Repairs and renewals of Freight Cars.....			8,360 63
Shop, Machinery, Tools, etc....			400 31
Other Expenses.....			1,860 00
Total.....			\$36,759 07
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....			15,916 80
Fuel for Locomotives.....			37,577 10
Wages of other Trainmen.....			20,391 61
Wages of Switchmen, Flagmen, and Watchmen.....			429 30
Expense of Telegraph, including Train Dispatchers and Operators.....			1,541 73
Wages of Station Agents, Clerks and Laborers.....			10,250 29
Station Supplies.....			1,087 66
Switching Charges—Balance....			1,800 00
Car Mileage—Balance.....			6,865 75
Loss and Damage.....			1,433 98
Injuries to Persons.....			4,000 00
Other Expenses.....			3,590 05
Total.....			\$104,884 27

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total
General Expenses :			
Salaries of Officers.....			\$4,320 00
Salaries of Clerks.....			1,590 00
Advertising			434 41
Insurance.....			914 75
Stationery and Printing.....			1,726 44
Other General Expenses.....			1,420 41
Total.....			\$10,406 01
Recapitulation of Expenses :			
Maintenance of Way and Structures			58,691 75
Maintenance of Equipment.....			36,759 07
Conducting Transportation.....			104,884 27
General Expenses.....			10,406 01
Grand Total.....			210,741 10

Percentage of Expenses to Earnings—Entire Line, 74.01.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Total.	YEAR ENDING JUNE 30, 1893.	
			Increase.	Decrease.
\$1,475,000 00	Cost of Road.....	\$1,475,000 00		
31,909 76	Cash and Current Assets.....	61,918 96	\$30,009 20	
9,588 97	Other Assets: Materials and Sup- plies.....	8,900 41		\$688 56
\$1,516,498 73	Grand Total....	\$1,545,819 37	\$30,009 20	\$688 56

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Liabilities.	June 30, 1893. Total.	YEAR ENDING JUNE 30, 1893.	
			Increase.	Decrease.
\$1,000,000 00	Capital Stock.....	\$1,000,000 00		
475,000 00	Funded Debt.....	475,000 00		
39,355 50	Current Liabilities.	35,103 85		\$4,251 65
2,143 23	Profit and Loss....	35,715 52	\$33,572 29	
\$1,516,498 73	Grand Total. ...	\$1,545,819 37	\$33,572 29	\$4,251 65

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From	To	Miles.	
First Mortgage...	Bennington	Rutland.		
	N. Bennington	N. Y. State Line.	58.91	\$8,063 00

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	5	1565	\$7,200 00	\$4 60
General Office Clerks.....	4	1252	1,620 00	1 29
Station Agents.....	14	4382	5,598 00	1 28
Other Station Men.....	11	3443	4,248 48	1 23
Enginemen.....	11	3443	10,176 00	2 96
Firemen.....	11	3495	5,425 00	1 55
Conductors.....	10	3130	8,638 08	2 76
Other Trainmen.....	24	7512	11,516 04	1 53
Machinists.....	5	1565	2,737 56	1 75
Carpenters.....	11	3443	6,377 76	1 85
Other Shopmen.....	27	8919	12,754 27	1 43
Section Foreman.....	12	3756	5,880 00	1 57
Other Trackmen.....	54	16902	20,428 20	1 21
Switchmen, Flagmen, and Watchmen	2	730	840 00	1 15
Telegraph Operators and Dispatchers	3	939	1,800 00	1 92
All other Employees and Laborers..	4	1252	1,565 00	1 25
Total (Including "General Officers")				
—Vermont.....	208	65728	\$106,804 39	\$1 62
Less "General Officers".....	5	1565	7,200 00	4 60
Total (Excluding "General Officers")—Vermont.....	203	64163	\$99,604 39	\$1 55
Distribution of Above:				
General Administration.....	9	2817	8,820 00	3 13
Maintenance of Way and Structures	68	21388	27,148 20	1 27
Maintenance of Equipment.....	43	13927	21,869 59	1 57
Conducting Transportation.....	88	27596	48,966 60	1 77
Total (Including "General Officers")				
—Vermont.....	208	65728	\$106,804 39	\$1 62
Less "General Officers".....	5	1565	7,200 00	4 60
Total (Excluding "General Officers")—Vermont.....	203	64163	\$99,604 39	\$1 55

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers car- ried earning revenue.....	221,896			
Number of passengers car- ried one mile.....	4,129,423			
Average distance carried. . .	18.61			
Total passenger revenue....		111,931	59	
Average amount received from each passenger.....			50	4.43
Average receipts per passen- ger per mile			2	7.10
Estimated cost of carrying each passenger one mile..				
Total passenger earnings....		128,517	98	
Passenger earnings per mile of road.....		2,181	60	
Passenger earnings per train mile.....			63	0.71
Freight Traffic:				
Number of tons carried of freight earning revenue..	302,858			
Number of tons carried one mile	13,435,474			
Average distance haul of one ton.....	44.36			
Total freight revenue.....		155,265	05	
Average amount received for each ton of freight....			51	2.67
Average receipts per ton per mile.....			01	1.56
Estimated cost of carrying one ton one mile.				
Total freight earnings.....		155,265	05	
Freight earnings per mile of road.....		2,635	63	
Freight earnings per train mile.....		1	11	6.08
Passenger and Freight:				
Passenger and freight reve- nue.....		267,196	64	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		4,535	68	
Passenger and freight earn- ings.....		283,783	03	
Passenger and freight earn- ings per mile of road.....		4,817	23	
Gross earnings from opera- tion.....		284,731	69	
Gross earnings from opera- tion per mile of road.....		4,833	33	
Expenses.....		217,909	40	
Expenses per mile of road..		3,699	02	
Train Mileage:				
Miles run by passenger trains.....	203,765			
Miles run by freight trains..	139,116			
Total Mileage Trains Earning Revenue.....	342,881			
Miles run by switching trains.....	35,215			
Grand Total Train Mile- age.....	378,096			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and Other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Tobacco.....	1,153	16,893	18,046	5.96
Products of Animals:				
Poultry, Game and Fish..	1,413	4,918	6,331	2.09
Products of Mines:				
Anthracite Coal.....	5	120,483	120,488	39.78
Stone, Sand, and other like articles.....	1,343	1,814	3,157	1.04
Marble.....	5,600	33,782	39,382	13.00
Products of Forest:				
Lumber.....	18,997	49,287	68,284	22.55
Charcoal.....	2,328	26	2,354	.78
Manufactures:				
Other Castings and Ma- chinery.....	12,740	22,433	35,173	11.61
Merchandise.....	1,200	6,885	8,085	2.67
Miscellaneous: Other com- modities not mentioned above.....	1,410	148	1,558	.52
Total Tonnage—Ver- mont.....	46,189	256,669	302,858	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		12	10	Westinghouse Automatic Air		
Freight.....		13	10	Westinghouse Automatic Air	11	Miller Platform Auto-
Switching.....		1	1	"	9	matic Coupler
Total Locomotives.....		9	9	"		"
Cars in Passenger Service:		22	20		20	
First class Passenger Cars.....						
Combination Passenger Cars.....		94				
Baggage, Express and Postal Cars...		178				
Total.....		8	None.	None.		None.
Cars in Freight Service:		270				
Box Cars.....						
Flat Cars.....						
Stock Cars.....						
Total.....						

RAILROAD COMMISSIONERS' REPORT.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track...	57.06	1.85	58.91		58.91
Miles of yard track and sidings.....	5.25		5.25	5.25	
Total Mileage Operated (all tracks)..	62.31	1.85	64.16	5.25	58.91

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Vermont.	57.06	1.86	58.91		58.91

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
	57.06	1.86	58.91		58.91

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Hard Wood.	32,420.	39 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Tons Bituminous Coal.	Cords Hard Wood.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	7,604.96	15.10	7,620.06	203,765	74.79
Freight.....	5,193.21	10.30	5,203.51	139,116	74.81
Switching.....	1,313.83	2.60	1,316.43	35,215	74.77
Total.....	14,112.00	28.00	14,140.00	378,096	74.80
Average Cost at Distributing Point.	\$2 65	\$5 70			

ACCIDENTS TO PERSONS.

Trainmen—Falling from trains and engines: Killed, 1; injured, 1.
 Passengers—Derailments: Killed, 2.

CHARACTERISTICS OF ROAD.

We have no map or survey of the road.

CHARACTERISTICS OF ROAD—*Continued.*

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.	Item.	Number.	Height of Lowest Above Surface of Rail.
Bridges:					Over head High way Crossings:		
Iron....	3				Bridges. ...	118 ft. 6 in.	
Wooden	27						
Combination	3	172					
Total.	33						

Gauge of Track : 4 feet, 8½ inches. 58.91 miles.

TELEGRAPH.

Owned by another company, but located on property making this report—Western Union, 58.91 miles of line; 182 miles of wire.

CAR MILEAGE.

The following fast freight lines operate over this road :

National Despatch Line.

Rome, Watertown and Ogdensburg Line.

Nickel Plate Line.

West Shore Line.

Hoosac Tunnel Line.

Erie Despatch Line.

Inter-State Despatch Line.

Commercial Express Line.

Lackawanna Line.

Traders' Despatch Line.

West Shore and Boston Line.

Lackawanna and Boston Line.

We pay mileage for use of foreign freight cars at the rate of ¾ cents per mile.

STATE OF VERMONT, }
County of Bennington. } ss:

We, the undersigned, E. D. Bennett, Superintendent, and W. G. Shaw, Auditor, of the Bennington and Rutland Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. D. BENNETT, *Superintendent.*

W. G. SHAW, *Auditor.*

Subscribed and sworn to before me
this 4th day of September, 1893.

S. B. HALL, *Notary Public.*

ANNUAL REPORT
OF THE
BOSTON AND MAINE RAILROAD,
PASSUMPSIC DIVISION,
FOR THE YEAR ENDING JUNE 30, 1893.
HISTORY.

Name of common carrier making this report: Boston and Maine Railroad—Passumpsic Division.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Frank Jones.....	Portsmouth, N. H.....	October 11, 1893.
Samuel C. Lawrence...	Medford, Mass.....	
Joseph S. Ricker.....	Portland, Me.....	
George M. Pullman....	Chicago, Ill.....	
Richard Olney.....	Boston, Mass.....	
W. C. Whitney.....	New York, N. Y.....	
George G. Haven.....	New York, N. Y.....	
William T. Hart.....	Boston, Mass.....	
A. W. Sulloway.....	Franklin, N. H.....	
Charles A. Sinclair....	Portsmouth, N. H.....	
Jos. H. White.....	Brookline, Mass.....	
Walter Hunnewell....	Boston, Mass.....	
W. S. Webb.....	New York, N. Y.....	
Arthur Sewall.....	Bath, Me.....	
Henry R. Reed.....	Boston, Mass.....	
Aretas Blood.....	Manchester, N. H.....	
*A. A. McLeod.....	Philadelphia, Pa.....	

*Resigned June 3, 1893. Lewis C. Ledyard, New York, N. Y., elected June 27th to fill vacancy.

Date of last meeting of stockholders for election of directors: December 14, 1892.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Boston, Mass.

OFFICERS.

- Chairman of the Board—Frank Jones, Boston, Mass.
President—Frank Jones, Boston, Mass.
Secretary, Corporation Clerk—Sigourney Butler, Boston, Mass.
Treasurer—Amos Blanchard, Boston, Mass.
Assistant Treasurer—H. E. Fisher, Boston, Mass.
Attorney or General Counsel—Richard Olney, Boston, Mass.
General Auditor—William J. Hobbs, Boston, Mass.
Acting General Manager—John W. Sanborn, Boston, Mass.
Chief Engineer—H. Bissell, Boston, Mass.
General Superintendent—D. W. Sanborn, Boston, Mass.
Division Superintendent—H. E. Folsom, Lyndonville, Vt.
General Traffic Manager—W. F. Berry, Boston, Mass.
General Passenger and Ticket Agent—D. J. Flanders, Boston, Mass.
Assistant General Passenger and Ticket Agent—Frank G. Chase,
Boston, Mass.
General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Connecticut & Passumpsic Rivers R. R.	White River Junction, Vt.	Canada Line.....	110.30	
Massawippi Valley Railway.....	Canada Line.....	Lennoxville, P. Q.....	34.75	
Stanstead Branch.....	Stanstead Junction.....	Stanstead & Derby Line.	2.00	147.05
Total.....				147.05

The Massawippi Valley Railway was leased to the Connecticut and Passumpsic Rivers Railroad.
The Connecticut and Passumpsic Rivers Railroad was leased to the Boston and Lowell Railroad Corporation.
The Boston and Lowell Railroad Corporation and leased lines were leased to the Boston and Maine Railroad,
as of April 1, 1887.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$1,057,021 83
Less Operating Expenses.....	757,987 59
Income from Operation.....	\$299,034 24
Miscellaneous Income—less Expenses.....	13,588 71
Total Income.....	\$312,622 95
Taxes.....	21,825 00
Net Income.....	\$290,797 95

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue	\$378,375 55		
Tickets redeemed.....		\$67,21	
Excess Fares refunded.....		1,860 50	
Total Deductions.....		\$1,927 71	
Total Passenger Revenue...			\$376,447 84
Mail.....			25,369 46
Express.....			23,508 70
Extra Baggage and Storage			4,358 71
Total Passenger Earnings...			\$429,684 71
Freight:			
Freight Revenue.....	634,510 89		
Overcharge to shippers.		\$7,173 77	
Total Freight Revenue.....			\$627,337 12
Total Passenger and Freight Earnings.....			\$1,057,021 83
Total Gross Earnings from Operation—Entire Line.....			\$1,057,021 83

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rents, Tenements and Lands.	\$8,529 45	\$925 36	\$7,604 09
Interest, etc.....	5,984 62		5,984 62
Total.....	\$14,514 07	\$925 36	\$13,588 71

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$34,856 49	\$53,611 73	\$88,468 22
Renewals of Rails.....	7,135 30	10,974 61	18,109 91
Renewals of Ties.....	5,726 98	8,808 51	14,535 49
Repairs of Bridges and Culverts.	12,582 16	19,352 27	31,934 43
Repairs of Fences, Road-crossings, Signs, and Cattle-guards	1,803 82	2,774 41	4,578 23
Repairs of Buildings.....	9,545 34	14,681 41	24,226 75
Repairs of Docks and Wharves.	368 31		368 31
Total.....	\$72,018 40	\$110,202 94	\$182,221 34
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	11,706 12	18,004 84	29,710 96
Repairs and renewals of Passenger Cars.....	21,035 84		21,035 84
Repairs and renewals of Freight Cars.....		38,581 00	38,581 00
Shop Machinery, Tools, etc.....	1,898 62	2,920 20	4,818 82
Other expenses.....	3 03	4 66	7 69
Total.....	\$34,643 61	\$59,510 70	\$94,154 31
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	24,933 67	42,546 88	67,480 55
Fuel for Locomotives.....	67,380 45	118,014 48	185,394 93
Water-supply for Locomotives..	868 45	1,335 75	2,204 20
All other supplies for Locomotives.....	1,618 85	2,489 89	4,108 74
Wages of other Trainmen.....	21,608 90	40,658 36	62,267 26
All other train supplies.....	3,603 27	4,781 69	8,384 96
Wages of Switchmen, Flagmen, and Watchmen.....	3,998 77	6,150 40	10,149 17
Expense of Telegraph, including Train Dispatchers and Operators.....	4,930 03	7,582 71	12,512 73
Wages of Station Agents, Clerks, and Laborers.....	12,952 14	24,533 92	37,486 06

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Station Supplies.....	5,080 20	766 18	5,846 38
Car Mileage—Balance.....	4,939 61	37,339 19	42,278 80
Loss and Damage.....	732 04	6,530 81	7,262 85
Injuries to persons.....	1,520 64	2,338 86	3,859 50
Other expenses.....	554 28	13 83	568 11
Total.....	\$154,721 29	\$295,082 95	\$449,804 24
General Expenses:			
Salaries of Officers, }	\$5,342 46	\$7,942 79	\$13,285 25
Salaries of Clerks, }			
General Office Expenses and Supplies.....	421 86	606 25	1,028 11
Agencies, including Salaries and Rent.....	4,241 96	382 09	4,624 05
Advertising.....			
Commissions.....			
Insurance.....	2,108 69	3,243 32	5,352 01
Expense of Fast Freight Lines..		2,607 07	2,607 07
Legal Expenses.....	191 00	293 77	484 77
Stationery and Printing.....	1,628 78	2,003 11	3,631 89
Other General Expenses.....	323 41	471 14	794 55
Total.....	\$14,258 16	\$17,549 54	\$31,807 70
Recapitulation of Expenses:			
Maintenance of Way and Struc- tures.....	72,018 40	110,202 94	182,221 34
Maintenance of Equipment.....	34,643 61	59,510 70	94,154 31
Conducting Transportation.....	154,721 29	295,082 95	449,804 24
General Expenses.....	14,258 16	17,549 54	31,807 70
Grand Total.....	\$275,641 46	\$482,346 13	\$757,987 59

Percentage of Expenses to Earnings—Entire Line, 71.71.

CONTRACTS, AGREEMENTS, ETC.

1. American Express Company, performing all through Express services, also doing business between local points. Compensation based on weight carried.

2. Post-office Departments, United States and Canadian Governments. Compensation, based on space and car service furnished, is fixed by the Governments.

3. Wagner Palace Car Company.

4. Through Traffic arrangements with all Railroad and Steamship Companies.

7. Western Union Telegraph Company.

EMPLOYES AND SALARIES—State of Vermont.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....}	9	2,868	\$10,431 96	\$3 63 $\frac{7}{10}$
General Office Clerks.....}	34	10,344	14,849 76	1 43 $\frac{5}{10}$
Station Agents.....	35	10,212	14,327 88	1 40 $\frac{3}{10}$
Other Station Men.....	42	12,532	33,951 36	2 70 $\frac{7}{10}$
Enginemen.....	45	13,644	21,792 92	1 59 $\frac{7}{10}$
Firemen.....	35	9,480	20,166 82	2 12 $\frac{7}{10}$
Conductors.....	78	22,356	35,895 96	1 60 $\frac{5}{10}$
Other Trainmen.....	32	9,096	19,936 56	2 19 $\frac{3}{10}$
Machinists and Foremen.....	58	16,116	28,446 84	1 76 $\frac{3}{10}$
Carpenters.....	45	12,216	18,442 56	1 51
Other shopmen.....	43	13,128	21,318 60	1 62 $\frac{4}{10}$
Section Foremen.....	126	31,464	37,789 20	1 20 $\frac{1}{10}$
Other Trackmen.....	19	6,300	7,738 08	1 22 $\frac{1}{10}$
Switchmen, Flagmen, and Watch- men.....	20	6,000	9,815 52	1 63 $\frac{6}{10}$
Telegraph Operators and Dis- patchers.....	142	38,316	58,995 84	1 54
All other Employes and Laborers.				
Total (Including "General Offi- cers")—Vermont.....	763	214,072	\$353,899 86	1 65 $\frac{3}{10}$
Distribution of Above:				
General Administration.....	9	2,868	\$10,431 96	3 63 $\frac{7}{10}$
Maintenance of Way and Struc- tures.....	271	71,736	105,304 08	1 46 $\frac{8}{10}$
Maintenance of Equipment.....	147	41,328	67,679 16	1 63 $\frac{7}{10}$
Conducting Transportation.....	336	98,140	170,484 66	1 73 $\frac{7}{10}$
Total (Including "General Offi- cers"—Vermont).....	763	214,072	\$353,899 86	1 65 $\frac{3}{10}$
Total (Including "General Offi- cers")—Passumpsic Division....	847	236,740	\$378,397 86	1 59 $\frac{3}{10}$

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage. Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers carried earning revenue.....	470,412			
Number of passengers carried one mile.....	18,353,470			
Average distance carried.....	39.02			
Total passenger revenue.....		376,447	84	
Average amount received from each passenger.....			80	0.25
Average receipts per passenger per mile.....			02	0.51
Estimated cost of carrying each passenger one mile.....			01	5.02
Total passenger earnings.....		429,684	71	
Passenger earnings per mile of road.....		2,922	03	
Passenger earnings per train mile.....			96	9.57
Freight Traffic :				
Number of tons carried of freight earning revenue.....	921,343			
Number of tons carried one mile.....	75,876,044			
Average distance haul of one ton.....	82.35			
Total freight revenue.....		627,337	12	
Average amount received for each ton of freight.....			68	0.89
Average receipts per ton per mile.....			00	8.268
Estimated cost of carrying one ton one mile.....			00	6.36
Total freight earnings.....		627,337	12	
Freight earnings per mile of road.....		4,266	15	
Freight earnings per train mile.....			91	8.61

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight revenue..		1,003,784	96	
Passenger and freight revenue per mile of road.....		6,826	14	
Passenger and freight earnings.		1,057,021	83	
Passenger and freight earnings per mile of road.....		7,188	18	
Gross earnings from operation..		1,057,021	83	
Gross earnings from operation per mile of road.....		7,188	18	
Expenses.....		757,987	59	
Expenses per mile of road.....		5,154	63	
Train Mileage:				
Miles run by passenger trains...	443,171			
Miles run by freight trains.....	682,922			
Total Mileage Trains Earning Revenue.....	1,126,093			
Miles run by switching trains...	66,541			
Miles run by construction and other trains.....	21,135			
Grand Total Train Mileage.	1,213,769			

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipped with Train Brake.		Equipped with Automatic Coupler.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger.....	13 11		Automatic.		
Freight.....	15 10				
Switching.....	1				
Total Locomotives.....	29 21				
Cars in Passenger Service:					
First-class Passenger Cars.....	13 13		Automatic.	13	Miller.
Combination Passenger Cars.....	10 10		"	10	"
Parlor Cars.....	1 1		"	1	"
Baggage, Express, and Postal Cars...	5 5		"	5	"
Total.....	29 29			29	
Cars in Freight Service:					
Box Cars.....	519				
Flat Cars.....	546				
Total.....	1065				
Cars in Company's Service:					
Caboose Cars.....	10				
Other Road Cars.....	1				
Total.....	11				
Grand Total Cars.....	1105				

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Operated under Lease.	Total Mileage. Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	147.05	147.05		147.05
Miles of yard track and sidings.....	42.75	42.75	16.45	26.80
Total Mileage Operated (all tracks).....	189.80	189.80	16.45	173.35

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated under Lease.	Total Mile- age, Ex- cluding Trackage Rights.	RAILS.	
			Iron.	Steel.
Vermont.....	110.30	110.30		110.30
Canada.....	36.75	36.75		36.75
Total Mileage Operated (single track.).....	147.05	147.05		147.05

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point
Iron: Old.....	15		\$19 00	Cedar.....	12,486	30 cents
Total Iron.....	15		\$19 00	Tamarack.....	2,893	26 "
Steel: New.....	1,302		28 70	Hemlock.....	50,389	26 "
" Old.....	349		23 00			
Total Steel.....	1,651			Total.....	65,768	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Basis of 2220 lbs. per ton.		Soft.				
	Anthracite.	Bituminous.	1000 lbs. per Cord.				
Passenger.....		14,245	168		14,329	443,171	
Freight.....		24,456	185		24,549	682,932	
Switching.....		1,287	11		1,292	66,541	
Construction.....		373	7		376	21,135	
Total.....		40,360	371		40,546	1,213,769	74.12
Basis 2000 lbs. per ton.....		44,800	186 tons		44,986	1,213,769	
Average Cost at distributing point.....		\$4 63	\$2 30				

ACCIDENTS TO PERSONS.

Statement of each accident in Vermont for the year ending June 30, 1893, as reported to the Railroad Commissioners:

October 21st; at Olcott; James Cunningham, trespasser, was found dead beside track; supposed to have been struck by train.

February 27th; at St. Johnsbury Centre; Fred Clarke, Fred Green and Charles West, employes, were killed and W. J. Dowlan, employe, was slightly injured by head end collision.

April 20th; at Lyndonville; F. E. McNulty, employe, fell from train and was fatally injured.

Kind of Accident.	EMPLOYES.			
	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Falling from Trains and Engines.		1		1
Collisions.....	3	1	3	1
Total.....	3	2	3	2

PASSENGERS.

Kind of Accident.	Passengers Injured.	Total Injured.
Other Causes.....	1	1
Total.....	1	1

COMMONWEALTH OF MASSACHUSETTS, } ss:
County of Suffolk.

We, the undersigned, Frank Jones, President, and William J. Hobbs, General Auditor, of the Boston and Maine Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

FRANK JONES, *President.*

WILLIAM J. HOBBS, *General Auditor.*

Subscribed and sworn to before me
this 5th day of October, 1893.

SIGOURNEY BUTLER, *Justice of the Peace.*

ANNUAL REPORT
OF THE
BRISTOL RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Bristol Railroad Company.

Date of organization: 1890.

Organized under the Laws of the State of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
P. W. Clement.....	Rutland, Vt.....	
C. M. Wilds.....	Middlebury, Vt.....	
J. J. Ridley.....	Bristol, Vt.....	
E. B. Patterson.....	Bristol, Vt.....	
Howard Clark.....	Lincoln, Vt.....	
M. B. Gove.....	Lincoln, Vt.....	
H. G. Smith.....	Rutland, Vt.....	

Total number of stockholders at date of last election: 8.

Date of last meeting of stockholders for election of directors: July 26, 1893.

Post-office address of general office: Rutland, Vt.

Post-office address of operating office: Bristol, Vt.

OFFICERS.

President—P. W. Clement, Rutland, Vt.

Secretary—C. M. Wilds, Middlebury, Vt.

Treasurer—H. G. Smith, Rutland, Vt.

Superintendent—P. E. Whalen, Bristol, Vt.

PROPERTY OPERATED.

Bristol Railroad, extending from Bristol to New Haven Junction.

CAPITAL STOCK.

Number of shares authorized, common: 1,000. Par value of shares, \$100.00. Total amount issued and outstanding, \$100,000.00.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Total number of shares issued for construction, common: 1,000.

FUNDED DEBT.

4% first mortgage, issued July 1, 1891, and due July 1, 1921. Amount of authorized issue, amount issued, and amount outstanding, \$100,000.00 in each case, issued for construction.

INTEREST.

Rate 4%, payable January and July. The amount accrued and amount matured during year, are each \$4,000.00.

RECAPITULATION OF FUNDED DEBT.

Class of debt, Mortgage Bonds. The amount issued and amount outstanding are each \$100,000.00.

INTEREST.

The amount accrued and amount matured during year are each \$4,000.00.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost to January 1, 1892, \$200,000.00. Total cost to January 1, 1893, \$200,000.00.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$15,110 39	
Less Operating Expenses.....	8,444 68	
Total Income from Operation.....	\$6,666 31	
Deductions from Income:		
Interest on Funded Debt accrued.....	4,000 00	
Bank Interest.....	2,000 00	
Total Deductions from Income...	\$6,000 00	
Net Income.....		\$666 31
Surplus from Operations of Year ending January 1, 1893.....		666 31
Surplus on January 1, 1893.....		\$666 31

DESCRIPTION OF EQUIPMENT.

Equipped with 1 passenger locomotive, 1 combination passenger car and 2 box cars. Total number, 4.

STATE OF VERMONT, }
County of Rutland. } ss:

We, the undersigned, P. W. Clement, President, and H. G. Smith, Treasurer, of the Bristol Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown by the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

P. W. CLEMENT, *President.*

H. G. SMITH, *Treasurer.*

ANNUAL REPORT
OF THE
CENTRAL VERMONT RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Central Vermont Railroad Company.

Date of organization: May 27th, 1873.

Organized under the laws of the State of Vermont, Act No. 204, approved November 23d, 1872.

Original Corporation: Vermont Central Railroad Company; chartered October 31st, 1843, Act No. —

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
E. C. Smith.....	St. Albans, Vt.....	September 12th 1894.
Jas. R. Langdon.	Berlin, Vt.....	
B. P. Cheney.....	Boston, Mass.....	
W. H. H. Bingham...	Stowe, Vt.....	
L. J. Seargeant.....	Montreal, P. Q.....	
Robert Wright.....	Montreal, P. Q.....	
B. B. Smalley.....	Burlington, Vt.....	
F. S. Stranahan.....	St. Albans, Vt.....	
W. Seward Webb.....	Shelburne, Vt.....	
John Bell.....	Bellville, Ont.....	
Robert Coit.....	New London, Conn.....	

Total number of stockholders at date of last election: 20.

Date of last meeting of stockholders for election of directors: November 9th, 1893.

Post-office address of general office: St. Albans, Vt.

Post-office address of operating office: St. Albans, Vt.

OFFICERS.

President—E. C. Smith, St. Albans, Vt.
Vice-President—Jas. R. Langdon, Berlin, Vt.
Secretary and Clerk—George T. Childs, St. Albans, Vt.
Treasurer—D. D. Ranlett, St. Albans, Vt.
Cashier—W. H. Chaffee, St. Albans, Vt.
General Solicitor—B. F. Fifield, Montpelier, Vt.
General Auditor—M. M. Reynolds, St. Albans, Vt.
General Superintendent—F. W. Baldwin, St. Albans, Vt.
Division Superintendent—J. Burdett, Rutland, Vt.
Division Superintendent—T. M. Deal, St. Albans, Vt.
Superintendent of Telegraph—M. Magiff, St. Albans, Vt.
Traffic Manager—L. A. Emerson, St. Albans, Vt.
General Freight Agent—E. A. Chittenden, St. Albans, Vt.
Assistant General Freight Agent—George Cassidy, St. Albans, Vt.
General Passenger Agent—S. W. Cummings, St. Albans, Vt.
General Baggage Agent—H. Brainerd, St. Albans, Vt.
Superintendent of Motive Power—C. E. Fuller, Jr., St. Albans, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Consolidated Railroad of Vermont.....	Windsor, Vt.....	Province Line, Vt....	11	178.8 13.5
Consolidated Railroad of Vermont.....	Burlington, Vt.....	Rouse's Point, N. Y..	158.4	
Consolidated Railroad of Vermont.....	Montpelier Junc., Vt.	Essex Junction, Vt..	8	
Montpelier and White River.....	Montpelier, Vt.....	Montpelier, Vt.....	1.4	246.3 488.6
Rutland.....	Bellows Falls, Vt....	Williamstown, Vt....	119.7	
Addison County.....	Leicester Junc., Vt..	Burlington, Vt.....	15.6	
Vermont and Massachusetts.....	Miller's Falls, Mass..	Ticonderoga, N. Y....	21	246.3 488.6
Brattleboro and Whitehall.....	Brattleboro, Vt.....	Brattleboro, Vt.....	36	
Missisquoi Valley.....	St. Albans, Vt.....	So. Londonderry, Vt..	28	
Burlington and Lamolle.....	Essex Junction, Vt..	Richford, Vt.....	26	246.3 488.6
		Cambridge Junc., Vt..	26	
Total.....				

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding
Capital Stock : Common..	10,000	\$100 00	\$1,000,000 00	\$1,000,000 00
Total.....	10,000	\$100 00	\$1,000,000 00	\$1,000,000 00

Manner of Payment for Capital Stock.	Number of Shares Issued Dur- ing Year.	Cash Realized on Amount Issued Dur- ing Year.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash : Common	None.		10,000	\$1,000,000 00
Total.....			10,000	\$1,000,000 00

No dividends declared.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities

Cash.....	\$61,584 79
Due from Agents.....	175,027 16
Net Traffic Balances due from other Companies.....	239,968 47
Other Cash Assets (excluding "Materials and Supplies") *	348,008 51
Balance, Current Liabilities.....	1,670,157 69
Total.....	\$2,494,746 62

Current Liabilities Accrued to and Including June 30, 1893.

Loans and Bills Payable.....	\$1,603,423 78
Audited Vouchers and Accounts.....	381,868 85
Wages and Salaries.....	125,651 15
Net Traffic Balances due to other Companies.....	109,274 17
Rentals due July 1.....	274,528 67
Total.....	\$2,494,746 62

*Materials and Supplies on hand, \$169,144. 10.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$1,000,000 00	\$1,000,000 00		

COST OF ROAD EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Charged to Construction or Equipment.
Construction:	
Grading and Bridge and Culvert Masonry.....	\$12,541 88
Bridges and Trestles.....	42,568 93
Rails.....	63,737 16
Buildings, Furniture and Fixtures.....	2,319 55
Shop Machinery and Tools.....	225 09
Sidings and Yard Extensions.....	50,718 01
Road built.....	37,073 94
Other items.....	21,132 49
Total Construction.....	\$230,317 05
Equipment:	
Locomotives.....	\$26,170 67
Passenger Cars.....	3,693 00
Total Equipment.....	\$29,863 67
Grand Total Cost Construction, Equipment, Etc....	\$260,180 72
Total Cost Construction, Equipment, Etc., State of Vermont.....	\$260,180 72

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$3,121,208 71	
Less Operating Expenses.....	2,181,418 24	
Income from Operation.....		\$939,790 47
Interest on Bonds owned.....	14,200 00	
Income from other Sources.....		14,200 00
Total Income.....		\$953,990 47
Deductions from Income :		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for		
Rents.....	\$85,536 95	
Taxes.....	789,004 46	
	61,373 39	
Total Deductions from Income.....		\$935,914 80
Net Income.....		\$18,075 67
Surplus from Operations of Year ending June 30, 1893.....		\$18,075 67
Deficit on June 30, 1892.....		34,141 77
Deficit on June 30, 1893.....		\$16,066 10

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$972,869 04		
Less Repayments:			
Tickets redeemed		\$1,869 78	
Excess Fares refunded..		1,261 77	
Total Deductions.....		\$3,131 50	
Total Passenger Revenue.....			\$969,237 54
Mail.....	\$69,062 01		
Express.....	43,546 84		
Extra Baggage and Storage.	13,543 57		126,152 42
Total Passenger Earnings.			\$1,095,389 96
Freight:			
Freight Revenue.....	1,975,980 87		
Less Repayments:			
Overcharge to Shippers.		\$26,594 88	
Total Deductions.		\$26,594 88	
Total Freight Revenue .			\$1,949,385 99
Total Freight Earnings.			\$1,949,385 99
Total Passenger and Freight Earnings.....			\$3,044,775 95
Other Earnings from Operation:			
Rents from Tracks, Yards, and Terminals.....			35,832 86
Rents not otherwise provided for.....			40,599 90
Total Other Earnings...			\$76,432 76
Total Gross Earnings from Operation—Vermont.....			\$3,121,208 71

STOCKS OWNED.

Name.	Total Par Value.	Valuation.
Montpelier and White River	\$500,000 00	\$68,900 00
Grand Isle Steamboat Company.....	10,000 00	10,000 00
Ogdensburg Transit Company.....	405,000 00	187,873 50
Ogdensburg and Lake Champlain.....	1,600,000 00	425,000 00
Preferred Stock, C. V. Company.....	2,160 00	2,160 00
Total.....	\$2,517,160 00	\$673,933 50

BONDS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.
Stanstead, Shefford and Chambly.	\$475,536 67		
Consolidated.....	160,500 00	5 %	
Ogdensburg Transit Company.....	170,000 00	6 %	\$10,200 00
St. Lawrence and Saratoga.....	35,000 00	5 %	1,750 00
Canada Atlantic.....	18,000 00	5 %	900 00
Williamstown.....	30,000 00	4½ %	1,350 00
Total.....	\$889,036 67		\$14,200 00

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$48,076 50	\$75,196 58	\$123,273 08
Renewals of Rails.....	1,819 72	2,846 24	4,665 96
Renewals of Ties.....	12,706 55	19,874 34	32,580 89
Repairs of Bridges and Culverts.	18,358 68	28,714 87	47,073 55
Repairs of Fences, Road-crossings, Signs and Cattle-guards.	3,345 04	5,231 98	8,577 02
Repairs of Buildings.....	7,933 33	12,408 55	20,341 88

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Repairs of Docks and Wharves..	\$270 60	\$423 25	\$693 85
Repairs of Telegraph.....	786 62	1,230 36	2,016 98
Other Expenses.....	9,934 42	15,538 45	25,472 87
Total.....	\$103,231 46	\$161,464 62	\$264,696 08
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	41,718 18	65,251 52	106,969 70
Repairs and renewals of Passenger Cars.....	29,588 28		29,588 28
Repairs and renewals of Freight Cars.....		115,629 29	115,629 29
Shop Machinery, Tools, etc.....	7,765 69	12,146 34	19,912 03
Other Expenses.....	15,761 39	24,652 42	40,413 81
Total.....	\$94,833 54	\$217,679 57	\$312,513 11
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	88,058 89	137,733 14	225,792 03
Fuel for Locomotives.....	178,005 77	278,419 29	456,425 06
Water-supply for Locomotives..	1,832 24	2,865 81	4,698 05
All other Supplies for Locomotives.....	4,863 84	7,607 54	12,471 38
Wages of other Trainmen.....	84,246 94	131,770 85	216,017 79
All other train supplies.....	8,156 36	12,757 38	20,913 74
Wages of Switchmen, Flagmen and Watchmen.....	9,201 45	14,392 01	23,593 46
Expense of Telegraph, including Train Dispatchers and Operators.....	14,901 16	23,306 94	38,208 10
Wages of Station Agents, Clerks and Laborers.....	84,466 45	132,114 20	216,580 65
Station Supplies.....	7,935 97	12,412 66	20,348 63
Car Mileage—Balance.....	41,190 12	64,439 65	105,638 77
Loss and Damage.....	6,650 83	10,402 58	17,053 41
Injuries to Persons.....	12,270 97	19,193 05	31,464 02
Other Expenses.....	23,061 31	36,070 25	59,131 56
Total.....	\$564,851 30	\$883,485 35	\$1,448,336 65
General Expenses:			
Salaries of Officers.....	11,246 81	17,591 15	28,837 96
Salaries of Clerks.....	8,133 49	12,721 60	20,855 09
General Office Expenses and Supplies.....	2,920 73	4,568 33	7,489 06

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Agencies, including Salaries and Rent.....	\$12,114 27	\$18,947 95	\$31,062 22
Advertising	19 91	31 14	51 05
Insurance.....	2,270 92	3,551 95	5,822 87
Expense of Fast Freight Lines..		25,034 20	25,034 20
Expense of Traffic Associations..		278 10	278 10
Rents not otherwise provided for	2,375 21	3,715 06	6,090 27
Legal Expenses.....	5,381 16	8,416 69	13,797 85
Stationery and Printing.....	3,979 02	6,223 00	10,202 02
Other General Expenses.....	2,476 93	3,874 18	6,351 11
Total.....	\$50,918 45	\$104,953 95	\$155,872 40
Recapitulation of Expenses:			
Maintenance of Way and Struc- tures	103,331 46	161,464 63	264,696 08
Maintenance of Equipment.....	94,833 54	217,679 57	312,513 11
Conducting Transportation.....	564,851 30	883,485 35	1,448,336 65
General Expenses.....	50,918 45	104,953 95	155,872 40
Grand Total.....	\$813,834 75	\$1,367,583 49	\$2,181,418 24

Percentage of Expenses to Earnings—Vermont, 69 $\frac{1}{2}$ %.

RENTALS PAID.

Name of Road.	Cash.	Total.
Rutland and Addison County.....	\$359,437 80	\$359,437 80
Vermont and Massachusetts.....	29,566 06	29,566 06
Brattleboro and Whitehall.....	9,600 00	9,600 00
Missisquoi Valley.....	20,200 00	20,200 00
Burlington and Lamoille Valley.....	20,200 00	20,200 00
Consolidated of Vermont.....	350,000 00	350,000 00
Total Rents.....	789,004 46	\$789,004 46

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.		Assets.		June 30, 1893.		Year Ending June 30, 1893.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
		Cost of Road.....		\$230,317 05	\$200,180 72	\$260,180 72	
		Cost of Equipment.....		29,803 67	673,933 50		\$900 00
\$673,933 50		Stocks of other companies owned...			889,036 67		573,459 26
889,936 67		Bonds of other companies owned...			824,588 93		
1,398,048 19		Cash and Current Assets.....					
		Other Assets:					
		Materials and Supplies.....		169,144 10			
\$216,180.01		Sundry Ledger accounts not					
607,477 58		classified as Assets.....		913,799 39	1,082,943 49	259,285 90	18,075 67
		Profit and Loss.....			16,066 10		
		Grand Total.....			\$3,746,749 41		\$72,968 31
	\$3,819,717 72						

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.	Liabilities.	June 30, 1893.	Year ending June 30, 1893.
Total.		Total.	Decrease.
\$1,000,000 00	Capital Stock.....	\$1,000,000 00	
2,819,717 72	Current Liabilities.....	2,746,749 41	\$72,968 31
\$3,819,717 72	Grand Total.....	\$3,746,749 41	\$72,968 31

CONTRACTS, AGREEMENTS, ETC.

Express Companies.

On the 1st of February, 1893, an agreement was entered into, by which the American Express Company assumed the exclusive right to transact the entire express business of the Central Vermont System. The Adams Express Company relinquishing their rights by mutual agreement. Compensation received from the American Express Company..... \$46,180 00

Mails.

The United States Government pay as compensation over the roads embraced in this report..... 69,339 96

Wagner Cars.

The Central Vermont Railroad Company pays 2 cents per mile service. The receipts of the cars are taken by the Wagner Palace Car Company.

Freight Transportation Co.'s Cars.

The Central Vermont Railroad Company pays at the rate of $\frac{3}{4}$ c and 1c per mile.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensation.	Ave. Daily Compensation
General Officers, etc.....	30	9,360	\$82,520 16	\$8 82
General Office Clerks.....	143	44,616	76,578 84	1 72
Station Agents.....	382	119,184	159,948 24	1 34
Other Station Men.....				
Enginemmen.....	185	57,720	139,135 08	2 41
Firemen.....	195	60,840	81,113 94	1 33
Conductors.....	134	41,808	87,407 34	2 09
Other Trainmen.....	385	120,120	172,658 10	1 44
Machinists.....	162	50,544	82,703 04	1 64
Carpenters and Bridgemen.....	260	81,120	107,467 98	1 32
Other Shopmen.....	517	161,304	205,483 26	1 27
Section Foremen.....	584	182,208	179,055 30	98
Other Trackmen.....				
Switchmen, Flagmen, and Watchmen.	41	12,792	16,710 96	1 31
Telegraph Operators and Dispatchers.	25	7,800	18,023 82	2 31
All other Employes and Laborers....	532	82,992	65,089 02	78
Total (Including "General Officers")—Vermont.....	3,575	1,032,408	\$1,473,895 08	
Less "General Officers".....	30	9,360	82,520 16	
Total (Excluding "General Officers")—Vermont.....	3,545	1,023,048	\$1,391,374 92	
Distribution of Above :				
General Administration.....	173	53,976	159,099 00	
Maintenance of Way and Structures.....	844	263,328	286,523 28	
Maintenance of Equipment.....	679	211,848	288,186 30	
Conducting Transportation.....	1,879	503,256	740,086 50	
Total (Including "General Officers")—Vermont.....	3,575	1,032,408	\$1,473,895 08	
Less "General Officers".....	30	9,360	82,520 16	
Total (Excluding "General Officers")—Vermont.....	3,545	1,023,048	\$1,391,374 92	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers carried earning revenue.....	1,594,804			
Number of passengers carried one mile.....	43,062,779			
Average distance carried.....	27			
Total passenger revenue.		969,237	54	
Average amount received from each passenger.....			60	7.7
Average receipts per passen- ger per mile.....			02	2.5
Estimated cost of carrying each passenger one mile....			01	8.9
Total passenger earnings.....		1,095,389	96	
Passenger earnings per mile of road.....		2,497	46	9
Passenger earnings per train mile.....			93	6
Freight Traffic :				
Number of tons carried of freight earning revenue....	2,970,476			
Number of tons carried one mile.....	244,814,375			
Average distance haul of one ton.....	82			
Total freight revenue.....		1,949,385	99	
Average amount received for each ton of freight.....			65	6
Average receipts per ton per mile.....				7.96
Estimated cost of carrying one ton one mile.....				5.59
Total freight earnings..		1,949,385	99	
Freight earnings per mile of road.....		4,444	56	4
Freight earnings per train mile.....		1	05	6
Passenger and Freight :				
Passenger and freight reve- nue.....		2,918,623	53	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		6,654	40	8
Passenger and freight earnings per mile of road.....		3,044,775	95	
Gross earnings from operation per mile of road.....		6,942	03	4
Gross earnings from operation per mile of road.....		3,121,308	71	
Expenses.....		7,116	29	9
Expenses per mile of road....		2,181,418	24	
		4,978	59	4
Train Mileage:				
Miles run by passenger trains.	1,170,328			
Miles run by freight trains...	1,846,721			
Total Mileage Trains Earning Revenue.....	3,017,049			
Miles run by switching trains.	893,713			
Miles run by construction and other trains.....	185,824			
Grand Total Train Mile- age.....	4,096,586			

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	4	18	18	Westinghouse.		
Freight.....	6	125	87	"		
Switching.....	1	7	2	"		
Total Locomotives.....	11	150	107			
Cars in Passenger Service:						
First-class Passenger Cars.....	8	78	78	Westinghouse.		
Combination Passenger Cars.....	4	20	20	"		
Baggage, Exp. and Postal Cars.....	3	39	39	"		
Other Cars in Passenger service		2	2	"		
Total.....	15	139	139		139	Miller.
Cars in Freight Service:						
Box Cars.....	39	1,575	39	Westinghouse.		
Flat Cars.....	175	823	175	"		
Stock Cars.....		84				
Refrigerator Cars.....		18				
Total.....	214	2,500	214			

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service :						
Caboose Cars.....	2	68	2	Westinghouse.		
Other road Cars.....	1	30	1			
Total.....	3	98	3			
Cars contributed to Fast Freight Line Service.....		34				
Total Cars Owned.....		2,771				
Cars Leased :						
Chicago, Milwaukee and St. Paul		960				
Ogdensburg Car Company.....		497				
Central Vt. R. W. & O. Line.....		494				
Total.....		1,951				
Grand Total Cars.....		4,722				

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Operated under Lease.	New Line Con- structed during Year.	RAILS.	
			Iron.	Steel.
Miles of single track.....	438.60		56.70	381.90
Miles of second track.....		5.20		5.20
Miles of yard track and sidings...	115.40		82.80	32.60
Total Mileage Operated(all tracks),	554.00	5.20	139.50	419.70

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated Under Lease.	New Line Con- structed during Year.	Total Mileage, Excluding Trackage Rights.	RAILS.	
				Iron.	Steel.
Vermont.....	542.25 11.75	5.20	547.45 11.75	138.75 .75	408.70 11.00
Total Mileage Oper- ated (single track).	554.00	5.20	559.20	139.50	419.70

RENEWALS OF RAILS AND TIES.

Kind.	NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel.....	971	75 lbs.	\$32 00	Hemlock, Tamarack, Cedar, etc.	133,500	30 cents.
Total Steel.....	971	75 lbs.	\$32 00	Total.....	133,500	30 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.				
Passenger.....	426.00		426.00	11,703.28	73
Freight.....	699.85		699.85	18,467.21	76
Switching.....	334.71		334.71	8,937.13	75
Construction.....	60.86		60.86	1,858.24	65
Total.....	1,521.42		1,521.42	40,965.86	
Average Cost at distributing point.....	\$3 00		\$3 00		

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....	2	49				1	2	50
Falling from Trains and Engines.	4	11		1	4	3	8	15
Overhead Obstructions.....		4						4
Collisions.....	1	8		1		4	1	13
Derailements.....	1	3					1	3
At Stations.....		8			4	37	4	45
Total.....	8	83		2	8	45	16	130

ACCIDENTS TO PERSONS—Continued.

Kind of Accident.	OTHERS.					
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	2	8			2	8
Derailements.....		5		4		5
At Highway Crossings.....			6	15	6	19
At Stations.....						
Total.....	2	13	6	19	8	37

ACCIDENTS TO PERSONS—Continued.

Kind of Accident.	OTHERS.					
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	2	8			2	8
Derailements.....		5				5
At Highway Crossings.....			6	4	6	5
At Stations.....				15		19
Total.....	2	13	6	19	8	37

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
			Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.	Length of Level Line.	ASCENDING GRADES.			DESCENDING GRADES.		
							Number.	Sum of Ascents.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.
From	To	Miles.		Miles.	Miles.	Miles.		Feet.	Miles.		Feet.	Miles.
Windsor.....	St. Albans	134.5	152	51.55	82.95	38.5	49	1,291	45.1	46	1,208	50.9
St. Albans.....	Rouse's Point....	23.9	17	7.5	16.4	8.75	5	55	1.8	12	328	13.3
Montpelier Junction.	Montpelier	1.47	5	.87	.6	1.47						
Montpelier.....	Williamstown....	13.5	50	5.9	7.6	4	12	426	8.09	8	45	1.41
Essex Junction.....	Burlington.....	8	8	2.5	5.5	.85	2	9	85	9	252	6.3
Swanton Junction....	Province Line....	11	9	1.9	9.1	2.8	5	65	2.88	11	125	5.32
Bellows Falls.....	Burlington.....	119.7		42.96	76.74	33.3	10	1,340	37.4	19	1,370	49
Leicester Junction....	Ticonderoga.....	15.6	40	6.03	9.57	1.47	8	84	3.59	11	335	10.54
Brattleboro.....	So. Londonderry..	36	123	30	6	10.6	41	1,182	19	68	414	6.4
Miller's Falls.....	Brattleboro.....	21										
St. Albans.....	Richford.....	28	80	11	16	9.1	19	205	9.4	24	476	9.5

CHARACTERISTICS OF ROAD—Continued.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges :								Overhead Highway Crossings:			
Iron.....	38	6,068	3	13		650		Bridges.....	18	15	6
Wooden.....	293	16,994	4	6		600		Trestles.....	2	18	
Total.....	331	23,062	7					Total.....	20		
Trestles.....	81	18,961	10	20		4,330		Overhead Railway Crossings:			
Tunnels.....	1			340		432		Bridges.....	16	9	4
								Total.....	16		

Gauge of Track : 4 feet, 8½ inches. 402.06 miles.
do. 3 feet. 36 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Line.	Name of Operating Company.
*158.4 +26.	158.4 26.	158.4 26.	158.4 26.		Central Vermont R. R. Co.
184.4	184.4	184.4	184.4		"

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
398	444	Western Union Telegraph Co.	Central Vermont Railroad Co.

*Of this 158.4 miles, the Central Vermont Railroad Company owns only the wire. The poles, etc., are owned by the Western Union Telegraph Company.

+The 26 miles are owned in full by the Central Vermont Railroad Company.

CAR MILEAGE.

Individuals, Co-operative Fast Freight Lines, and Stock Companies, to which the Company making this Report pays Mileage for the use of Cars: All the Color and Transportation Lines running through New England. They cannot be definitely stated, as they are constantly changing with the ebb and flow of Traffic.

STATE OF VERMONT, }
County of Franklin. } ss:

We, the undersigned, E. C. Smith, President, and M. M. Reynolds, General Auditor of the Central Vermont Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. C. SMITH,

President.

M. M. REYNOLDS,

General Auditor.

Subscribed and sworn to before me,
this 9th day of February, 1894.

C. L. PIERCE,

Notary Public.

ANNUAL REPORT
OF THE
CLARENDON AND PITTSFORD RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Clarendon and Pittsford Railroad Company.

Date of organization: September 10th, 1885.

Organized under the General Laws of Vermont.

Not a consolidated company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. D. Proctor.....	Proctor, Vt.....	
F. C. Partridge.....	Proctor, Vt.....	
Redfield Proctor.....	Proctor, Vt.....	
Geo. Briggs.....	Brandon, Vt.....	
S. A. Howard.....	Rutland, Vt.....	
W. R. Page.....	Rutland, Vt.....	
E. R. Morse.....	Proctor, Vt.....	

Total number of stockholders at date of last election: 7.

Date of last meeting of stockholders for election of directors: September 15th, 1892.

Post-office address of general office: Proctor, Vt.

Post-office address of operating office: Proctor, Vt.

OFFICERS.

President—Fletcher D. Proctor, Proctor, Vt.

Vice-President—Frank C. Partridge, Proctor, Vt.

Secretary and Treasurer—E. R. Morse, Proctor, Vt.

Auditor—A. P. Chisholm, Proctor, Vt.

General Superintendent—Geo. C. Robinson, West Rutland, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Clarendon & Pittsford.....	Proctor.....	West Rutland.....	10.00	
Pittsford & Rutland (operated under lease).....	Center Rutland.....	Rutland.....	1.78	
Total mileage operated.....			11.78	

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From	To			
Pittsford & Rutland.....	Center Rutland.....	Rutland.....	Clarendon & Pittsford	Time Lease.....	1.78

The Clarendon & Pittsford Railroad Company leases the Pittsford & Rutland Railroad for a term of fifteen years, agreeing to return the same at the end of that period in at least as good condition as when received.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.	600	\$100 00	\$120,000 00	\$60,000 00
Total.....	600	\$100 00	\$120,000 00	\$60,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash: Common.....	600	\$6,000 00
Total.....	600	\$6,000 00

10 per cent paid in. No dividends declared. No funded debt.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$2,469 39
Due from Solvent Companies and Individuals.....	1,733 26
Balance—Current Liabilities.....	144,920 42
Total.....	\$149,123 07

Current Liabilities Accrued to and Including June 30, 1893.

Loans and Bills Payable.....	\$149,123 07
Total.....	\$149,123 07

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Out- standing.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$60,000 00	\$60,000 00	10.00	\$6,000 00
Current Liabilities.....	149,123 07			
Total.....	\$209,123 07		10.00	\$6,000 00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Current Liabil- ities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Clarendon and Pittsford.	\$60,000 00	\$149,123 07	\$209,123 07	11.78	\$17,752 38
Total.	\$60,000 00	\$149,123 07	\$209,123 07	11.78	\$17,752 38

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.	Total Cost to June 30, 1893.	Cost per Mile.
Construction:			
Right of Way.....	We cannot subdivide	\$139,206 05	
Other Real Estate.....			
Fences.....			
Grading and Bridge and Culvert Masonry.....			
Bridges and Trestles....			
Rails.....			
Ties.....			
Other Superstructure...			
Buildings, Furniture and Fixtures.....			
Shop Machinery and Tools.....			
Engineering Expenses..			
Interest during Construc- tion.....			
Discount on Securities Sold for Construction.			
Telegraph Line.....			
Wharfing, etc.....			
Sidings and Yard Exten- sions.....			
Terminal Facilities and Elevators.....			
Road built by contract..			
Purchase of constructed road.....			
Other Items.....			
Total Construction....		\$139,206 05	\$13,920 60
Equipment:			
Locomotives.....		16,085 00	
Combination Cars		15,101 52	
Total Equipment.....		\$31,186 52	\$3,118 65
Total Cost Construction, Equipment, Etc.....		\$170,392 57	\$17,039 25

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$42,329 89	
Less Operating Expenses.....	28,230 91	
Income from Operation.....	\$14,098 98	
Total Income.....		\$14,098 98
Deductions from Income:		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for..	\$12,360 21	
Taxes.....	1,165 74	
Total Deductions from Income.....	\$13,525 95	
Net Income.....		\$573 03
Surplus from Operations of Year ending June 30, 1893.....		573 03
Surplus on June 30, 1893.....		19,472 15

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Freight:			
Freight Revenue.....	\$38,731 29		
Overcharge to Shippers.....		\$1 40	
Total Deductions.....		\$1 40	
Total Freight Revenue...		\$38,729 89	
Total Freight Earnings...			\$38,729 89
Other Earnings from Operation:			
Switching charges—Balance.			3,600 00
Total Gross Earnings from Operation—Vermont....			\$42,329 89

OPERATING EXPENSES.

Item.	Chargeable to Passen- ger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Renewals of Ties.....		\$1,714 45	
Other Expenses.....		1,611 72	
Total.....			\$3,326 17
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....		463 01	
Repairs and renewals of Freight Cars.....		317 12	
Other Expenses.....		665 78	
Total.....			\$1,445 91
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....		\$3,879 08	
Fuel for Locomotives.....		3,815 99	
All other supplies for Locomotives.....		231 04	
Wages of other Trainmen.....		2,519 11	
All other Train Supplies.....		212 66	
Wages of Station Agents, Clerks and Laborers.....		7,983 19	
Switching Charges—Balance . .		1,458 30	
Other Expenses.....		445 95	
Total.....			\$20,545 32

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers.....		\$399 99	
General Office Expenses and Supplies.....		810 18	
Stationery and Printing.....		83 52	
Other General Expenses.....		1,619 82	
Total.....			\$2,913 51
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures.....	\$3,326 17		
Maintenance of Equipment.....	1,445 91		
Conducting Transportation.....	20,545 32		
General Expenses.....	2,913 51		
Grand Total.....	\$28,230 91		

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Item.	Assets.	June 30, 1893. Total.
	Cost of Road.....	\$139,206 05
	Cost of Equipment.....	31,186 52
	Cash and Current Assets.....	4,202 65
	Balance due on Capital Stock.....	54,000 00
	Grand Total.....	\$228,595 22
June 30, 1892. Item.	Liabilities.	June 30, 1893. Total.
	Capital Stock.....	\$60,000 00
	Current Liabilities.....	149,123 07
	Profit and Loss.....	19,472 15
	Grand Total.....	\$228,595 22

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compen- sation.
General Officers.....			\$399 99	
Other Station Men.....	3	939	983 01	\$1 05
Enginemen.....	3	939	2,393 85	2 55
Firemen.....	3	939	1,485 23	1 58
Conductors.....	1	313	473 22	1 51
Other Trainmen.....	5	1,565	2,045 89	1 31
Carpenters.....	1	313	439 89	1 41
Section Foremen.....	2	626	954 67	1 53
Other Trackmen.....	18	5,634	5,605 62	0 99.5
Total (Including "General Officers").....			\$14,781 37	
Less "General Officers"			399 99	
Total (Excluding "General Officers").....			\$14,381 38	
Distribution of Above:				
General Administration...			\$399 99	
Maintenance of Way and Structures.....			6,560 29	
Maintenance of Equip- ment.....			439 89	
Conducting Transporta- tion.....			7,381 20	
Total (Including "General Officers").....			\$14,781 37	
Less "General Officers"			399 99	
Total (Including "General Officers").....			\$14,381 38	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Freight Traffic:				
Number of tons carried of freight earning revenue....	94,627			
Number of tons carried one mile.....	440,301			
Average distance haul of one ton.....	• 4.65			
Total freight revenue.....		38,729	89	
Average amount received for each ton of freight.....			40	9.3
Average receipts per ton per mile.....			08	7.96
Total freight earnings.....		38,729	89	
Freight earnings per mile of road.....		3,287	76	

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain	679			00.72
Flour	28			00.02
Hay	71			00.08
Products of Mines:				
Anthracite Coal	4,919			05.20
Bituminous Coal	1,766			01.87
Stone, Sand, and other like arti- cles	10,736			11.25
Marble	74,154			78.86
Products of Forest:				
Lumber	578			00.62
Other Woods	780			00.82
Manufactures:				
Petroleum and other Oils	144			00.15
Other Castings and Machinery	187			00.20
Bar and Sheet Metal	82			00.09
Cement, Brick and Lime	83			00.09
Wagons, Carriages, Tools, Etc....	26			00.02
Merchandise	68			00.07
Miscellaneous: Other commodi- ties not mentioned above	326			00.34
Total Tonnage	94,627			100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.	
		Number.	Kind.
Locomotives :			
Freight.....	3	3	Regular.
Total Locomotives.	3	3	
Cars in Passenger Service :			
Combination Passenger Cars	1	1	Ordinary.
Total.....	1	1	
Cars in Freight Service :			
Flat Cars.....	113	113	Ordinary.
Total.....	113	113	
Cars in Company's Service :			
Other road Cars	1	1	
Total.....	114	114	
Grand Total Cars.....	115	115	

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	Line Operated. Under Lease.
	Main Line.	
Miles of single track.....	10.00	1.78
Total Mileage Operated (all tracks)....	10.00	1.78

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Vermont.....	10.00	
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CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal— Tons.	Cords Hard Wood	Total Fuel Con- sumed— Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Freight.....	900		900	We	cannot
Total.....	900		900		tell.

ACCIDENTS TO PERSONS.

Trainmen: Killed, falling from train or engine, 1.

CHARACTERISTICS OF ROAD.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges:								Over head			
Iron....	5	328	5	24		167	9	Railway			
								Crossings:			
Total...	5	328	5	24		167	9	Bridges. ...	1	14	2
								Total.....	1	14	2

Gauge of Track: 4 feet, 8½ inches. 10 miles.

STATE OF VERMONT, }
County of Rutland. } ss:

We, the undersigned, Fletcher D. Proctor, President, and Edmund R. Morse, Treasurer, of the Clarendon & Pittsford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

FLETCHER D. PROCTOR, *President.*

EDMUND R. MORSE, *Treasurer.*

Subscribed and sworn to before me
this 30th day of September, 1893.

WILLIAM SMITH, *Notary Public.*

ANNUAL REPORT
OF THE
RENSSELAER AND SARATOGA RAILROAD
BY THE
DELAWARE AND HUDSON CANAL COMPANY,
LESSEE,
FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Rensselaer and Saratoga Railroad by the Delaware and Hudson Canal Company, Lessee.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Le Grand B. Cannon...	New York City.....	Second Tuesday in May, 1894.
James Roosevelt.....	Hyde Park, N. Y.	
Robert M. Olyphant...	New York City.....	
Benjamin H. Bristow...	".....	
R. Suydam Grant.....	".....	
William H. Tillinghast.	".....	
Alfred Van Santvoord..	".....	
James A. Roosevelt.....	".....	
Alexander E. Orr.....	".....	
Oliver P. C. Billings....	".....	
Samuel Spencer.....	".....	
Cornelius Vanderbilt...	".....	
Chauncey M. Depew....	".....	

Total number of stockholders at date of last election: 2,753.

Date of last meeting of stockholders for election of directors: May 9th, 1893.

Post-office address of general office: New York City.

Post-office address of operating office: Albany, N. Y.

OFFICERS.

President—R. M. Olyphant, New York City.
Vice-President—Le Grand B. Cannon, New York City.
Second Vice-President—Horace G. Young, Albany, N. Y.
Secretary—F. M. Olyphant, New York City.
Treasurer—Charles A. Walker, New York City.
Attorney, or General Counsel—Lewis E. Carr, Albany, N. Y.
Comptroller—Charles A. Walker, New York City.
Auditor—S. T. S. Henry, New York City.
Chief Engineer—A. J. Swift, Albany, N. Y.
Superintendent—C. D. Hammond, Albany, N. Y.
Division Superintendent—H. C. North, Albany, N. Y.
Superintendent of Machinery—R. C. Blackall, Albany, N. Y.
Superintendent of Telegraph—J. W. Burdick, Albany, N. Y.
General Freight Agent—James Colhoun, Albany, N. Y.
Assistant General Freight Agent—Paul Wadsworth, Albany, N. Y.
General Passenger Agent—J. W. Burdick, Albany, N. Y.
General Ticket Agent—J. W. Burdick, Albany, N. Y.
General Baggage Agent—C. S. Pease, Albany, N. Y.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Rensselaer and Saratoga.....	Troy.....	Ballston.....	25.48	
West Troy and Green Island.....	West Troy.....	Green Island.....	1.08	
Albany and Vermont.....	Albany.....	Waterford Junction.....	12.18	
Saratoga and Schenectady.....	Schenectady.....	Saratoga.....	21.65	
Glens Falls Railroad.....	Fort Edward.....	Caldwell.....	15.12	
Saratoga and Whitehall.....	Saratoga.....	State Line.....	47.02	
Rutland and Whitehall.....	State Line.....	Castleton.....	6.83	
Rutland and Washington.....	Eagle Bridge.....	Rutland.....	62.44	191.80

Total Mileage Operated, 191.80.

PROPERTY OPERATED—*Continued.*

Name.	Character of Business.	Title. (Owned Leased, etc.)	State or Territory.
Troy Toll Bridge...	Tolls.....	Leased with the Railroad.	Over the Hudson at Troy, N. Y.

RECAPITULATION.

Name of Road.	Miles.
Rensselaer and Saratoga.....	25.48
West Troy and Green Island.....	1.08
Saratoga and Schenectady.....	21.65
Glens Falls Railroad.....	15.12
Saratoga and Whitehall.....	47.02
Rutland and Washington.....	62.44
Albany and Vermont.....	12.18
Rutland and Whitehall.....	6.83
Total.....	191.80

Materials and Supplies on hand, \$630,194 38.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year. Charged to Construction or Equipment.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
Construction:				
Right of Way.....	\$831 49	\$1,198 40	\$2,029 89	
Other Real Estate.....		4,688 25	4,688 25	
Grading and Bridge and Culvert Masonry.....	25,825 01	27,222 38	53,047 39	
Bridges and Trestles.....	18,148 66	44,408 06	62,566 72	
Rails.....	5,841 13	6,799 40	12,620 53	
ies.....		3,184 95	6,128 30	
Other Superstructure.....	2,943 35		22,192 26	
Buildings, Furniture and Fixtures.....	9,253 33	12,938 93		
	12,507 36	300 00	12,207 36	
Total Construction.....	\$75,350 33	\$100,120 37	\$175,470 70	
Equipment:				
Locomotives.....	9,565 20	712,132 68	702,567 48	
Passenger Cars.....	157,954 65	423,179 31	581,133 96	
Sleeping, Parlor and Dining Cars.....	10,650 00		10,650 00	
Baggage, Express and Postal Cars.....	524 71	44,817 61	44,292 90	
Freight Cars.....		1,202,457 65	1,453,079 10	
Other Cars of all classes.....	250,621 45			
Total Equipment.....	\$409,136 19	\$2,382,587 25	\$2,791,723 44	
Grand Total Cost Construction, Equipment, Etc....	\$484,486 52	\$2,482,707 62	\$2,967,194 14	\$15,470 00
The Construction and Equipment above belong to the Lessee.				

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$2,501,381 09	
Less Operating Expenses.....	1,572,923 80	
Income from Operation.....	\$928,457 29	
Miscellaneous Income—less Expenses.....	9,545 00	
Total Income.....		\$938,002 29
Deductions from Income:		
Rents.....	\$1,014,479 08	
Taxes.....	108,649 83	
Total Deductions from Income.....		1,123,128 91
Deficit.....		\$185,126 62
Deficit from Operations of Year ending June 30, 1893.....		\$185,126 62
Deficit on June 30, 1892.....		563,921 39
Deficit on June 30, 1893.....		\$749,048 01

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue	\$899,365 04		
Less Repayments:			
Tickets redeemed.....		\$8,701 25	
Excess Fares refunded..		1,501 82	
Other Repayments.....		193 95	
Total Deductions.		\$10,397 02	
Total Passenger Revenue.			\$888,968 02
Mail.....			24,679 63
Express.....			56,280 82
Extra Baggage and Storage.			10,920 59
Other items, Newspapers and Baggage Express.....			3,225 17
Total Passenger Earnings.			\$984,074 23
Freight:			
Freight Revenue	\$1,473,609 59		

EARNINGS FROM OPERATION—*Continued.*

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Less Repayments: Overcharge to Shippers.		\$25,308 63	
Total Deductions.....		\$25,308 63	
Total Freight Revenue....			\$1,448,300 96
Total Freight Earnings....			\$1,448,300 96
Total Passenger and Freight Earnings.....			\$2,432,375 19
Other Earnings from Operation:			
Telegraph Companies.....			\$4,781 02
Rents from Tracks, Yards, and Terminals.....			6,192 00
Rents not otherwise provided for.....			6,493 33
Other sources.....			51,539 55
Total other Earnings.....			\$69,005 90
Total Gross Earnings from Operation—Entire Line.			\$2,501,881 09

RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Terminals:				
Depots and Tracks	City of Albany	West Shore Railroad..	\$6,192 00	\$6,192 00
Grand Total Rents Received.....				\$6,192 00

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Champlain Transportation Company, Dividends on Stock.....	\$9,545 00	\$9,545 00
Total.....	\$9,545 00	\$9,545 00

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$44,764 74	\$62,063 95	\$106,828 69
Renewals of Rails.....	18,407 82	25,766 88	44,174 70
Renewals of Ties.....	28,003 58	37,763 80	65,767 38
Repairs of Bridges and Culverts.	3,231 17	4,348 52	7,579 69
Repairs of Fences, Road-crossings, Signs, and Cattle-guards.	4,226 86	6,074 32	10,301 18
Repairs of Buildings.....	22,164 34	10,577 93	32,742 27
Repairs of Telegraph.....	816 85	2,356 29	3,173 14
Other Expenses.....	13,900 77	19,958 30	33,859 07
Total.....	\$135,516 13	\$168,909 99	\$304,426 12
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	23,224 04	33,655 72	56,879 76
Repairs and renewals of Passenger Cars.....	47,206 37		47,206 37
Repairs and renewals of Freight Cars.....		72,670 56	72,670 56
Shop Machinery, Tools, etc	2,567 93	3,706 78	6,274 71
Other Expenses.....	12,263 86	17,837 53	30,101 39
Total.....	\$85,262 20	\$127,870 59	\$213,132 79

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	\$52,298 33	\$78,121 87	\$130,420 19
Fuel for Locomotives.....	95,616 54	139,371 66	234,988 20
Water-supply for Locomotives..	3,511 61	4,996 89	8,508 50
Wages of other Trainmen.....	48,991 59	97,883 39	146,874 98
All other train supplies.....	17,154 97	22,181 39	39,336 36
Wages of Switchmen, Flagmen, and Watchmen.....	32,100 82	27,571 38	59,672 20
Expense of Telegraph, including Train Dispatchers and Opera- tors.....	6,448 77	19,276 93	25,725 70
Wages of Station Agents, Clerks and Laborers.....	41,971 21	138,378 45	180,349 66
Station Supplies.....	10,124 06	4,982 26	15,106 32
Car Mileage—Balance.....	9,614 28	20,632 91	11,018 63
Loss and Damage.....	718 68	3,930 20	4,648 88
Injuries to Persons.....	27,086 76	4,515 72	31,602 48
Other Expenses.....	6,210 84	10,633 90	16,844 74
Total.....	\$351,848 45	\$531,211 13	\$883,059 58
General Expenses:			
Salaries of Officers.....	6,043 27	10,130 13	16,173 40
Salaries of Clerks.....	7,877 31	18,203 89	26,081 20
General Office Expenses and Supplies.....	2,321 37	5,423 74	7,745 11
Agencies, including Salaries and Rent.....	4,557 37	47 84	4,605 21
Advertising.....	4,092 98		4,092 98
Insurance.....	5,567 17	8,007 83	13,575 00
Rents for Tracks, Yards, and Terminals.....	4,694 14	3,350 49	8,044 63
Rents not otherwise provided for.....	21,947 90	51,923 29	73,871 19
Legal Expenses.....	1,485 51	1,743 31	3,228 82
Stationery and Printing.....	5,736 74	6,933 22	12,669 96
Other General Expenses.....	894 12	1,323 69	2,217 81
Total.....	\$65,217 88	\$107,087 43	\$172,305 31

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$135,516 13	\$168,909 99	\$304,426 12
Maintenance of Equipment.....	85,262 20	127,870 59	213,132 79
Conducting Transportation.....	351,848 45	531,211 13	883,059 58
General Expenses.....	65,217 88	107,087 43	172,305 31
Grand Total.....	\$637,844 66	\$935,079 14	\$1,572,923 80
Percentage of Expenses to Earnings—Entire Line....			62.88

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed	Dividends on Stock Guaranteed	Cash.	Total.
Rensselaer & Saratoga,.....	\$140,000	\$800,000	\$1,000 00	\$941,000 00
Albany & Vermont...			20,000 00	20,000 00
N. Y. C. & H. R. R. R.			2,500 00	2,500 00
Saratoga & Schenectady.....			31,750 00	31,750 00
Rutland & Whitehall.			15,492 00	15,492 00
Del. & Hud. Canal Co.			3,737 08	3,737 08
Total.....	\$140,000	\$800,000	\$74,479 08	\$1,014,479 08

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Town of Rutland, Vt...	Central Vt. R. R. Co.....	\$6,407 97	
Town of Rutland, Vt...	Bennington & Rut. R. R. Co.	636 66	
City of Albany, N. Y...	N. Y. C. & H. R. R. R. Co.	1,000 00	
Total.....			\$8,044 63

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Total.	YEAR ENDING JUNE 30, 1893.	
			Increase.	Decrease.
\$100,120 37	Cost of Road.....	\$175,470 70	\$75,350 33	
2,382,587 25	Cost of Equipment.	2,791,723 44	409,136 19	
	Other Assets:			
557,134 14	Materials and Sup- plies.....	630,194 38	73,060 24	
563,921 39	Profit and Loss.....	749,048 01	185,126 62	
\$3,603,763 15	Grand Total.....	\$4,346,436 53	\$742,673 38	

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Liabilities.	June 30, 1893. Total.	YEAR ENDING JUNE 20, 1893.	
			Increase.	Decrease.
\$3,603,763 15	Delaware & Hudson Canal Co.....	\$4,346,436 53	\$742,673 38	
\$3,603,763 15	Grand Total.....	\$4,346,436 53	\$742,673 38	

CONTRACTS, AGREEMENTS, ETC.

National Express Company, which pays for local freight $1\frac{1}{2}$ first-class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., $\frac{3}{4}$ first class; between other competing points, 1st class; also 10 per cent of its profits.

Mails are transported for the compensation fixed by the Government. Wagner Palace Car Company, which is paid 3 cents per mile run for sleeping cars and 1 cent per mile for drawing room cars.

The Western Union Telegraph Company receives 50 per cent of the receipts from revenue business of the lines on the road, which are owned and operated by the railroad company, with the exception of one wire from Eagle Bridge to Castleton, $47\frac{2}{100}$ miles, which is owned by the Western Union Telegraph Company and operated by the railroad company, the Western Union Telegraph Company's proportion of receipts being same as on rest of line.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	5	1,565	\$16,173 40	\$10 33
General Office Clerks.....	48	15,024	26,081 20	1 74
Station Agents.....	102	31,926	67,523 95	2 11
Other Station Men.....	198	61,974	98,507 85	1 59
Enginemen.....	64	20,032	78,205 84	3 90
Firemen.....	66	20,658	45,198 87	2 19
Conductors.....	49	15,337	47,091 14	3 07
Other Trainmen.....	207	64,791	99,783 84	1 52
Machinists.....	62	19,406	39,161 23	2 02
Carpenters.....	88	27,544	55,541 74	2 02
Other Shopmen.....	217	67,921	104,979 39	1 55
Section Foreman.....	64	20,032	32,613 00	1 63
Other Trackmen.....	256	80,128	91,238 40	1 14
Switchmen, Flagmen, and Watchmen	129	40,377	59,672 20	1 48
Telegraph Operators and Dispatchers	37	11,581	24,257 21	2 09
All other Employees and Laborers...	291	91,083	128,022 49	1 41
Total (Including "General Officers").....	1883	589,379	\$1,014,051 75	\$1 72
Less "General Officers".....	5	1,565	16,173 40	10 33
Total (Excluding "General Officers").....	1878	587,814	\$997,878 35	1 70
Distribution of Above:				
General Administration.....	57	17,841	43,631 60	2 45
Maintenance of Way and Structures.....	427	133,651	183,316 96	1 37
Maintenance of Equipment.....	544	170,272	264,012 39	1 55
Conducting Transportation.....	855	267,615	523,090 80	1 95
Total (Including "General Officers").....	1883	589,379	\$1,014,051 75	\$1 72
Less "General Officers".....	5	1,565	16,173 40	10 33
Total (Excluding "General Officers").....	1878	587,814	\$997,878 35	\$1 70
Total (Including "General Officers")—Entire Line.....	1878	587,814	\$997,878 35	\$1 70

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	2,448,702			
Number of passengers carried one mile.....	38,140,482			
Average distance carried. . .	15.58			
Total passenger revenue....		888,968	02	
Average amount received from each passenger.....			36	3.04
Average receipts per passenger per mile			02	3.31
Estimated cost of carrying each passenger one mile..			01	6.72
Total passenger earnings....		984,074	23	
Passenger earnings per mile of road.....		5,130	73	
Passenger earnings per train mile.....		1	18	2.18
Freight Traffic:				
Number of tons carried of freight earning revenue..	2,671,225			
Number of tons carried one mile	120,250,149			
Average distance haul of one ton.....	45.02			
Total freight revenue.....		1,448,300	96	
Average amount received for each ton of freight....			54	2. 19
Average receipts per ton per mile.....			01	2.04
Estimated cost of carrying one ton one mile..			00	7.78
Total freight earnings.....		1,448,300	96	
Freight earnings per mile of road.....		7,551	10	
Freight earnings per train mile.....		2	78	1.55
Passenger and Freight:				
Passenger and freight revenue.....		2,337,268	98	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NURE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		12,185	97	
Passenger and freight earn- ings.....		2,482,375	19	
Passenger and freight earn- ings per mile of road.....		12,681	83	
Gross earnings from opera- tion.....		2,501,381	09	
Gross earnings from opera- tion per mile of road.....		13,041	61	
Expenses.....		1,572,923	80	
Expenses per mile of road..		820	08	
Train Mileage :				
Miles run by passenger trains.....	832,424			
Miles run by freight trains..	520,682			
Miles run by mixed trains..	54,404			
Total Mileage Trains Earning Revenue.....	1,407,510			
Miles run by switching trains.....	565,182			
Miles run by construction and other trains.....	2,027			
Grand Total Train Mile- age.....	1,974,719			
Mileage of loaded freight cars—North.....	5,865,077			
Mileage of loaded freight cars—South.....	4,798,699			
Mileage of empty freight cars—North.....	1,289,517			
Mileage of empty freight cars—South.....	1,055,059			
Average number of freight cars in train.....	23			
Average number of loaded cars in train.....	19			
Average number of empty cars in train.....	4			
Average number of tons of freight in train.....	214.16			
Average number of tons of freight in each loaded car.	11.28			

The "miles run by switching trains" are the miles run by switching engines, computed at 6 miles per hour.

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and Other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain.....	23,048	88,893	111,941	04.19
Flour.....	13,005	31,838	44,843	01.68
Other Mill Products....	8,029	11,886	19,915	00.75
Hay.....	9,168	23,328	32,496	01.22
Tobacco.....	913	1,096	2,009	00.08
Cotton.....	3,305	1,290	4,595	00.17
Fruit and Vegetables	28,757	9,401	38,158	01.43
Products of Animals:				
Live Stock.....	3,510	5,129	8,639	00.32
Dressed Meats.....	728	4,155	4,883	00.18
Other Packing-house Pro- ducts.....	19,533	2,410	21,943	00.82
Poultry, Game and Fish..	602	792	1,394	00.05
Wool.....	839	345	1,184	00.04
Hides and Leather.....	3,436	2,576	6,012	00.23
Products of Mines:				
Anthracite Coal.....	569	589,106	589,675	22.08
Bituminous Coal.....	35,499	108,273	143,772	05.38
Coke.....	487	124,813	125,300	04.69
Ores	66,547	283,723	350,270	13.11
Stone, Sand, and other like articles.....	215,791	39,460	255,251	09.56
Products of Forest:				
Lumber.....	43,160	163,611	206,771	07.74
Manufactures:				
Petroleum and other Oils	7,498	7,404	14,902	00.56
Sugar.....	7,900	1,351	9,251	00.35
Naval Stores.....	82	193	275	00.01
Iron, Pig and Bloom.....	5,236	53,380	58,616	02.19
Iron and Steel Rails.....	8,162	13,741	21,903	00.82
Other Castings and Ma- chinery.....	6,014	11,094	17,108	00.64
Bar and Sheet Metal.....	10,352	2,590	12,942	00.48

FREIGHT TRAFFIC MOVEMENT—*Continued.*

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and Other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE	
			Whole Tons.	Per Cent.
Cement, Brick, and Lime	48,941	17,563	66,504	02.49
Agricultural Implements.	1,155	1,077	2,232	00.08
Wagons, Carriages, Tools, etc.....	948	1,449	2,397	00.09
Wines, Liquors, and Beers	13,122	3,509	16,631	00.62
Household Goods and Furniture.....	2,913	3,256	6,169	00.23
Other Manufactured Arti- cles.....	127,239	127,084	254,323	09.52
Merchandise.....	13,817	25,101	38,918	01.46
Miscellaneous: Other com- modities not mentioned above.....	82,760	97,243	180,003	06.74
Total Tonnage—Entire Line.....	813,065	1,858,160	2,671,225	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	3	56	56	Westinghouse	25	Trojan.
Freight.....		50	25	"		
Switching.....		11				
Total Locomotives.....	3	117	81		25	
Cars in Passenger Service:						
First class Passenger Cars.....	36	152	152	Westinghouse	152	Gould.
Second-class Passenger Cars.....	Sold 2	14	14	"	14	Miller.
Dining Cars.....	1	1	1	"	1	Gould.
Baggage, Express and Postal Cars...		47	47	"	47	Gould.
Total.....	35	214	214		314	
Cars in Freight Service:						
Box Cars.....	84	1,183			350	Gould, 150
Flat Cars.....	13	447			10	Standard, 50
Stock Cars.....	Or.	5				Trojan, 150
Coal Cars.....	489	1,977				None.
					1,696	Standard, 498
						Gould, 691
						Trojan, 507
Total.....	560	3,612			2,056	

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service:						
Derrick Cars.....		2			1 Janney & Miller Combination. 3 Gould.	
Caboose Cars.....	2	37	4	Westinghouse		4
Other Road Cars.....		16				
Total.....	2	55	4		4	
Total Cars Owned.....	597	3,881			2,274	
Grand Total Cars.....	600	3,998			2,274	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Operated under Lease.	Total Mileage Operated.	New Line Con- structed During Year.	RAILS.	
				Iron.	Steel.
Miles of single track...	191.80	191.80			191.80
Miles of second track..	78.10	78.10			78.10
Miles of yard track and sidings.....	104.16	104.16	4.48	104.16	
Total Mileage Oper- ated (all tracks)..	374.06	374.06	4.48	104.16	269.90

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated under Lease.	New Line Con- structed During Year.	Total Mileage, Excluding Trackage Rights.	RAILS.	
				Iron.	Steel.
New York.....	155.15		155.15		155.15
Vermont.....	36.65		36.65		36.65
	191.80		191.80		191.80

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	1	13				2	1	13
Coupling and Uncoupling.....		4						6
Falling from Trains and Engines.....		1						1
Overhead Obstructions.....		1						1
Collisions.....			1				1	3
At Highway Crossings.....		3			3	1	3	3
At Stations.....		2						
Other Causes.....								
Total.....	1	24	1	None.	3	3	5	27
Kind of Accident.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	1	5	4	10	5	7	9	17
Collisions.....		1						6
At Highway Crossings.....		4		1		6	5	1
At Stations.....	1		4	9		1	4	10
Other Causes.....								
Total.....	1	5	4	10	5	7	9	17

ACCIDENTS TO PERSONS.

OTHER CAUSES.

Trainmen Injured :

- (1) Engineer injured; struck by semaphore signal stand while riding with head out of cab window.
- (2) Brakeman injured; struck by cattle-guard fence while stooping over upon a coach platform to oil a hot journal.

Other Employes Killed :

- (1) Track laborer killed; fell from an embankment that gave way under him and was run over by engine.
- (2) Track laborer killed; thrown from cars to track by slack of train closing up suddenly and was run over by the caboose.
- (3) Car repairer killed between two cars, one of which he was repairing.

Other Employes Injured :

- (1) Track laborer injured while white-washing a cattle-guard fence in a position too close to the track.

Passengers Killed :

- (1) Passenger killed; fell from train into Hudson River at Troy bridge and broke his neck.

Trespassers Killed :

- (1) Trespasser killed while walking upon the track.
- (2) Trespasser killed while walking across the track.
- (3) Trespasser killed while lying upon the track.
- (4) Trespasser killed while walking upon the track.

Trespassers Injured :

- (1) Trespasser injured while walking upon the track.
- (2) Trespasser injured while attempting to couple cars.
- (3) Trespasser injured while walking upon the track.
- (4) Trespasser injured while attempting to board train in motion.
- (5) Trespasser injured; struck by some pieces of a wheelbarrow which was standing between tracks and demolished by an engine.
- (6) Trespasser injured while walking upon the track.
- (7) Trespasser injured while jumping from brake beam under a coach where he had stolen a ride.
- (8) Trespasser injured; struck by step of a coal car while standing too close to track.
- (9) Trespasser injured; foot caught between draw-heads of two cars while he was crossing a train.

Not Trespassing, Injured :

- (1) An attendant of stock thrown down in car by others which trainmen were switching.

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.

From	To	Miles.	ALIGNMENT.			PROFILE.					
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.	
							Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
Albany.....	Lake Champlain..	79.14	106	20.04	59.10	18.97	45	658	37	514	30.97
West Troy.....	Green Island.....	1.08	3	.59	.49	.45	1	6	3	16	.42
Troy.....	Waterford June..	5.59	10	1.48	4.11	2.26	8	30	6	21	1.41
Schenectady.....	Ballston.....	14.97	13	3.80	11.17	1.74	7	87	7	36	4.56
Port Edward.....	Caldwell.....	15.12	67	7.68	7.44	2.52	10	526	8	331	5.26
Whitehall.....	State Line.....	6.63	13	3.60	4.03	.94	4	238	3	17	.78
State Line.....	Castleton.....	6.83	11	1.84	4.99	1.55	8	126	3	38	1.60
Eagle Bridge.....	Rutland.....	62.44	64	13.80	48.64	11.56	28	811	14	702	23.38
	Total.....	191.80	287	51.83	139.97	39.99	111	2,482	81	1,675	67.38

CHARACTERISTICS OF ROAD—Continued.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.		Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.		Height of Lowest Above Surface of Rail.	
	Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.		Feet.	In.	Feet.	In.
Bridges:									Overhead Highway Crossings:				
Iron.....	104	12,591	6	15			1,478		Bridges.....	11		15	2
Wooden.....	1	28	9						Total.....	11			
Total.....	105	12,615	3						Overhead Railway Crossings:				
Trestles.....	6	1,567		49			1,130		Bridges.....	3		14	5
Tunnels.....	1	1,188							Total.....	3			

Gauge of Track: 4 feet, 8½ inches. 191.80 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.
119.17	337.48	119.17	337.48	None.	None.
Name of Operating Company.					

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
47.56	47.56	Western Union Telegraph Company.	Delaware & Hudson Canal Company.

CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

American Refrigerator Transportation Company.
 Anglo-American Provision Company.
 Armour Packing Company.
 Armour Refrigerator Line.
 Arms Palace Horse Car Company.
 Atlantic Coast Line.
 Bear Creek Refining Company.
 Blue Line.
 Boshardt & Wilson Company.
 Burton Stock Car Company.
 Boyd, Lumham & Co.
 Borne, Scrymser & Co.
 Canada Southern Line.
 Canadian Pacific Despatch.
 Central Equipment Company.
 Cudahy Refrigerator Line.
 Chicago Refrigerator Car Company.
 Continental Fruit Express.
 Empire Line.
 Erie Despatch.
 Eureka Transportation Company.
 Fall Brook Coal Co.
 Gilbert Car Manufacturing Company.
 Great Eastern Line.
 Green Line.
 Hammond "The G. H. H. Co. Refrigerator Line."
 Healy Refrigerator Line.
 Interstate Supply Coal Co.
 Kidder, W. L. Sons.
 Laconia Car Co.
 Lipton Express Refrigerator Line.
 Lipton Refrigerator Line.
 Loyal Hanna Coal & Coke Company.
 Manhattan Oil Company.
 Merchants Despatch Transportation Company.
 Midland Line.
 Morris & Co.
 National Despatch Line.
 Noble Coal Co.
 National Oil Co.
 North Western Despatch F. F. Line.
 New York Despatch Refrigerator Line.
 Parry Manufacturing Company.
 Peerless Tank Line.
 Pullman Palace Car Co.
 Provision Dealers Despatch.
 Page Lumber Company.
 Peavy Grain Line.
 Red Line.
 Rend, W. P.

Rend, W. P. & Co.
 Southern Despatch Lumber Line.
 Southern Iron Car Line.
 Southern Freight Line.
 Standard Oil Company.
 Street's Western Stable Car Line.
 St. Louis Refrigerator Transportation Company.
 Swift's Refrigerator Transportation Company.
 St. Charles Car Company.
 Terre Haute Brewing Company.
 Union Refrigerator Transportation Company.
 Westmoreland Coal Co.
 White Line.
 White Star Transportation Company.

STATE OF NEW YORK,)
 City and County of New York.) ss:

We, the undersigned, Horace G. Young, Second Vice-President, and Charles A. Walker, Treasurer, of the Delaware and Hudson Canal Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

HORACE G. YOUNG, *Second Vice-President.*
 CHARLES A. WALKER, *Treasurer.*

Subscribed and sworn to before me
 this 23d day of October, 1893.

LIVINGSTON CROSBY, *Notary Public, N. Y. Co.*

ANNUAL REPORT
OF THE
FAIR GROUND RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Fair Ground Railroad Company.

Date of organization: April, 1890.

Organized under General Laws of the State of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Geo. W. Smith.....	White River Junct., Vt.	December 31, 1893.
James G. Porter.	Woodstock, Vt....	
W. S. Dewey	Quechee, Vt.....	
J. C. Parker.....	Quechee, Vt.....	
F. S. Mackenzie.....	Quechee, Vt.....	

Total number of stockholders at date of last election: 24.

Date of last meeting of stockholders for election of directors: December 21, 1892.

Post-office address of general office: White River Junction.

Post-office address of operating office: White River Junction.

OFFICERS.

President—Geo. W. Smith, White River Junction.

Vice-President—James G. Porter.

Secretary—John L. Bacon.

Treasurer—John L. Bacon.

General Superintendent—James G. Porter.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Fair Ground Railroad Company.....	Woodstock Junction..	Billings Park; about 3,200 feet.		

CAPITAL STOCK.

Description.	No. of Shares.	Par Value of Shares.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
				Rate.	Amount
Capital Stock: Common.....	49	\$100 00	49	5%	\$245 00

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.		
	Date of Issue.	When Due.					When Payable.	Amount Accrued During Year.	Amount Matured During Year.
Mortgage.....			\$3,000 00	\$3,000 00	\$3,000 00	\$3,000 00	10 years.		

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$1,603 15
Less Operating Expenses.....	724 56
Income from Operation.....	\$878 59

EARNINGS FROM OPERATION.

Total Passenger and Freight Earnings.....	\$1,603 15
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STATE OF VERMONT, } ss:
County of Windsor. }

We, the undersigned, Geo. W. Smith, President, and John L. Bacon, Treasurer, of the Fair Ground Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

GEO. W. SMITH,

President.

J. L. BACON,

Treasurer.

Subscribed and sworn to before me,
this 23d day of July, 1894.

ALFRED E. WATSON,

Notary Public.

ANNUAL REPORT OF THE FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Fitchburg Railroad Company.

Date of organization: March 3d, 1842.

Organized under the laws of the State of Massachusetts.

The Fitchburg Railroad, chartered March 3, 1842, was completed between Cambridge and Fitchburg, March 5, 1845. In 1848, the road was extended into Boston. The Peterboro & Shirley was opened in 1850, leased for ten years, and purchased in 1860. The Vermont & Massachusetts Railroad was leased January 1, 1874, for a period of 999 years, the consideration being as follows:

Organization Expenses,	\$3,000,	Payable Quarterly.
5% on \$1,000,000 Bonds,	50,000,	November and May.
6% on \$3,193,000 Stock,	151,580,	October and April.

If this road is surrendered, the expenditures made by the lessee for additions and betterments are to be refunded to said lessee.

The Boston, Barre & Gardner Railroad was taken possession of under a temporary operating contract March 7, 1885. It was merged July 1, 1885, its stock being exchanged in the proportion of ten shares of B., B. & G. Stock for one share of Fitchburg Stock, and its liabilities being assumed by the Fitchburg Railroad Company. The Ashburnham Railroad was purchased April 22, 1885.

The Troy & Greenfield Railroad and Hoosac Tunnel was consolidated with the Fitchburg Railroad Company February 1, 1887, under the provisions of chapter 279 of the acts of the Commonwealth of Massachusetts for the year 1885. The Hoosac Tunnel Dock & Elevator Company, an auxiliary corporation chartered under the laws of the Commonwealth of Massachusetts April 29, 1879, owning Wharves, Elevators, and Warehouses, and engaged in handling and stowing freight, sold all its real and personal property of every kind and description to the Fitchburg Railroad Company, April 15, 1887. The Troy & Boston Railroad Company, a corporation of the State of New York, was consolidated with the Fitchburg Railroad Company, May 3, 1887, under the laws of the State of New York and the Commonwealth of Massachusetts. By this consolidation, the following leases in force with the Troy & Boston Railroad Company were assumed: Troy & Bennington Railroad, Hoosac Junction to Vermont State Line, owned by the Troy & Bennington Railroad Company, a corporation of the State of New York, leased at an annual rental of \$15,400. Lease expires May 27, 1901.

The Boston, Hoosac Tunnel & Western Railway, and its leased line, the Troy, Saratoga & Northern Railroad, were purchased June 1, 1887.

The Cheshire Railroad was consolidated with the Fitchburg Railroad October 1st, 1890, under the provisions of Chapter 389 of the Acts of the Commonwealth of Massachusetts for the year 1887, and under act of the State of New Hampshire in 1887. The Cheshire Railroad Company operated the Monadnock Railroad under lease; by virtue of consolidation this Company became the Lessee and has since by virtue of Chapter

48 of the Acts of the Commonwealth of Massachusetts in the year 1891, purchased all the stock of the Monadnock Railroad Company.

The Boston, Hoosac Tunnel & Western Railway, and its leased line, the Troy, Saratoga & Northern Railroad, were consolidated with the Fitchburg Railroad October 1, 1892, under the laws of the State of New York and the Commonwealth of Massachusetts.

The Monadnock Railroad was consolidated with the Fitchburg R. R. October 1, 1892, under the laws of the State of New Hampshire and the Commonwealth of Massachusetts.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Henry S. Marcy.....	Boston, Mass.....	September 27, 1893.
Robert Codman.....	Boston, Mass.....	
Rodney Wallace.....	Fitchburg, Mass.....	
Charles F. Crocker....	Fitchburg, Mass.....	
John Quincy Adams....	Quincy, Mass.....	Appointed by the Governor of Massachusetts and hold office one year or until successors are appointed and confirmed by the Governor.
David P. Kimball.....	Boston, Mass.....	
Albert C. Houghton....	North Adams, Mass....	
Frederick L. Ames.....	Easton, Mass.....	
George Heywood.....	Concord, Mass.....	September 27, 1893.
William Seward Webb.	New York City.....	
Francis Smith.....	Rockland, Me.....	
William H. Hollister..	New York City.....	
William A. Russell....	Lawrence, Mass.....	
Edward C. Thayer.....	Keene, N. H.....	

Total number of stockholders at date of last election : 5233.

Date of last meeting of stockholders for election of directors: September 28, 1892.

Post-office address of general office : Boston, Mass.

Post-office address of operating office : Boston, Mass.

OFFICERS.

President—Henry S. Marcy, Boston, Mass.

Treasurer—Daniel A. Gleason, Boston, Mass.

Attorney, or General Counsel—George A. Torrey, Boston, Mass.

General Auditor—C. S. Anthony, Boston, Mass.

General Superintendent—John Adams, Boston, Mass.

Assistant General Superintendent—W. D. Ewing, Boston, Mass.

Division Superintendent—J. R. Hartwell, Boston, Mass.

Division Superintendent—C. L. Mayne, Fitchburg, Mass.

Superintendent of Telegraph—E. A. Smith, Boston, Mass.

General Freight Agent—A. S. Crane, Boston, Mass.

General Passenger Agent—J. R. Watson, Boston, Mass.

General Baggage Agent—George F. Foye, Boston, Mass.

Purchasing Agent—George J. Fisher, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Fitchburg Railroad.....	Boston.....	Fitchburg.....	50.00	249.25
Fitchburg Railroad.....	Greenfield.....	Troy, N. Y.....	84.41	
Fitchburg Railroad.....	Ashburnham Junction.	Bel lows Falls.....	53.62	
Fitchburg Railroad.....	Mass. & Vt. State Line.	Rotterdam, N. Y..	61.22	
Fitchburg Railroad.....	Ice Track.....	in Boston.....	.68	128.23
	Cambridge.....	Waltham.....	6.60	
	South Acton.....	Marlboro.....	12.42	
	Ayer Junction.....	Greenville, N. H..	23.62	
	Ashburnham Junction.	Ashburnham.....	2.59	
	Winchendon.....	Worcester.....	36.00	
	Winchendon.....	Peterboro, N. H..	15.80	
	Saratoga Junction.....	Saratoga & Schuylerville.....	25.52	
Vermont and Massachusetts Railroad.....	Fitchburg.....	Greenfield.....	56.00	77.84
Troy and Bennington Railroad.....	Turner's Falls Junc....	Turner's Falls.....	2.80	
Brookline and Pepperell Railroad.....	Hoosac Junction.....	White Creek.....	5.04	
Brookline Railroad of N. H.....	Squannacook Junction.	State Line.....	10.42	
	State Line.....	Brookline, N. H..	3.58	
Total.....				450.32

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock: Com....	70,000	\$100 00	\$7,000,000 00	\$7,000,000 00	4 %	\$668,133 60
Preferred	170,000	100 00	17,000,000 00	17,000,000 00		
Total	240,000		\$24,000,000 00	\$24,000,000 00		\$668,133 60
Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.	REMARKS.			
Issued for Cash: Pref..	54,994	\$5,499,400 00	For purchase of B. H. T. and W. Ry., per } terms of agreement, dated May 4, 1887. } For purchase of Monadnock Railroad.			
" for Purchased Roads:	20,000	2,000,000 00				
	35,805	3,580,500 00				
	975	97,500 00				
Issued for Consolidation:	15,125	1,512,500 00	For purchase of Hoosac Tunnel Dock and Elevator.			
Common	50,000	5,000,000 00	In accordance with agreement with Com-) monwealth of Massachusetts for T. & G.) Railroad and Hoosac Tunnel.			
Preferred	17,622	1,762,200 00				
	13,333	1,333,300 00	Troy and Boston Railroad Consolidation.			
	872	87,200 00	Boston, Barre and Gardner Railroad.			
	26,250	2,625,000 00	Cheshire Railroad Consolidation.			
	4,424	442,400 00	B., H. T. and W. Railroad and T. S. and N. Railroad Consolidation.			
	600	60,000 00	Monadnock Railroad Consolidation.			
Total	240,000	24,000,000 00				

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate.	INTEREST.		
	Date of Issue.	When Due.					When Payable.	Amount Accrued During Year.	Amount Matured During Year.
Fitchburg Railroad Bonds.....	April 1, 74	20 years	\$200,000	\$500,000	\$500,000 7 pc		Apr. and Oct.	\$35,000 00	\$35,245 00
	Oct. 1, 77	20 years	500,000	500,000	500,000 6		Apr. and Oct.	30,000 00	30,000 00
	Oct. 1, 79	20 years	500,000	500,000	500,000 5		Apr. and Oct.	25,000 00	24,825 00
	Oct. 1, 80	20 years	500,000	500,000	500,000 5		Apr. and Oct.	25,000 00	24,950 00
	Oct. 1, 81	20 years	500,000	500,000	500,000 5		Apr. and Oct.	25,000 00	24,775 00
	April 1, 82	20 years	500,000	500,000	500,000 5		Apr. and Oct.	25,000 00	25,000 00
	April 1, 83	20 years	500,000	500,000	500,000 5		Apr. and Oct.	25,000 00	25,225 00
	March 1, 84	20 years	500,000	500,000	500,000 4		Mar. and Sep.	20,000 00	19,900 00
	June 1, 85	20 years	500,000	500,000	500,000 4		June and Dec.	20,000 00	20,480 00
	Feb. 1, 87	30 years	5,000,000	5,000,000	5,000,000 3½		Feb. and Aug.	175,000 00	175,000 00
	April 1, 87	20 years	1,500,000	1,500,000	1,500,000 4		Apr. and Oct.	60,000 00	59,540 00
	Sept. 1, 87	10 years	8,000,000	2,250,000	2,250,000 4½		Mar. and Sep.	101,250 00	101,062 50
	May 1, 88	20 years	2,000,000	2,000,000	2,000,000 5		May and Nov.	100,000 00	99,875 00
	March 1, 89	10 years	750,000	750,000	750,000 5		Mar. and Sep.	37,500 00	37,175 00
Cheshire Railroad Bonds..... Cheshire Railroad Bonds..... Troy & Boston R. R. 1st Mortgage B. B. & G. R. R. 1st " 1st " 2d " 3d B. H. T. & W. Ry. Debentures. H. T. D. & Elev. Co. Mortgage Monadnock R. R. Mortgage of..	June 1, 90	10 years	500,000	500,000	500,000 5		June and Dec.	25,000 00	25,150 00
	June 1, 90	20 years	500,000	500,000	500,000 4		June and Dec.	20,000 00	20,110 00
	March 1, 93	10 years	1,791,000	51,000	51,000 4		Sep. and Mar.	452 00	
	July 1, 76	20 years	x	250,000	250,000 6		Jan. and July	15,000 00	14,895 00
	July 1, 78	20 years	x	550,000	550,000 6		Jan. and July	43,000 00	39,255 00
	July 1, 74	50 years	x	577,000	577,000 7		Jan. and July	40,740 00	40,740 00
	April 1, 73	20 years	x	91,300	91,300 7		Apr. and Oct.	4,735 25	6,569 50
	April 1, 73	20 years	x	200,700	200,700 5		Apr. and Oct.	11,234 54	15,053 29
	July 1, 75	20 years	x	186,200	186,200 3		Jan. and July	2,871 00	2,871 00
	July 1, 75	20 years	x	57,200	57,200 6		Jan. and July	3,438 00	3,438 00
	Sept. 1, 89	30 years	2,000,000	1,264,000	1,400,000 5		Mar. and Sep.	60,685 00	70,285 00
	April 5, 87	7 years	x	500,000	500,000 4½		Apr. and Oct.	21,250 00	21,250 00
	July 1, 77	20 years	x	48,000	48,000 5		July and Jan.	2,400 00	2,475 00
	Grand Total.....		21,541,000	27,010,800	\$27,010,800			953,253 79	959,664 29

*Matured April 1, 1893, and not presented for payment.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds. . .	\$21,010,600 00	\$20,499,500 00	\$953,253 79	\$959,664 29
Total.....	\$21,010,600 00	\$20,499,500 00	\$953,253 79	\$959,664 29

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$433,658 72
Bills Receivable.....	154,265 00
Due from Agents.....	325,183 88
Net Traffic Balances due from other Companies.....	537,706 12
Due from Solvent Companies and Individuals.....	5,955 50
Other Cash Assets (excluding "Materials and Supplies")*	1,681,248 27
Total.....	\$3,138,017 49

Current Liabilities Accrued to and Including June 30, 1893.

Loans and Bills Payable.....	\$1,595,000 00
Audited Vouchers and Accounts.....	256,657 49
Wages and Salaries.....	85,262 30
Net Traffic Balances due to other Companies.....	562,533 90
Dividends not called for.....	317,713 20
Matured Interest Coupons Unpaid (including Coupons due July 1).....	58,029 00
Rentals due July 1.....	750 00
Balance—Cash Assets.....	262,071 60
Total.....	\$3,138,017 49

*Materials and Supplies on hand, \$894,832.31.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$24,000,000 00	\$24,000,000 00	372.48	\$64,432 99
Bonds	20,499,500 00	20,499,500 00	372.48	55,035 16
Total	\$44,499,500 00	\$44,499,500 00	372.48	\$119,468 15

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.
Fitchburg Railroad.....	\$24,000,000 00	\$20,499,500 00	\$2,875,945 89
Peterboro and Shirley Rd.			
Boston, Barre and Gard- ner Rd.....			
Ashburnham Rd.....			
T. and G. Rd. and Hoosac Tunnel.....			
Troy and Boston Rd.			
B. H. T. and W. Ry. and T. S. and N. Rd.....			
Southern Vermont Rd....	150,800 00	1,000,000 00	
Cheshire Rd.....			
Monadnock Rd			
Troy and Bennington Rd. ..			
Vermont and Mass. Rd.....	3,193,000 00	100,000 00	
Brookline and Pepperell Rd.	110,000 00		
Brookline Rd. of New Hamp- shire.....	75,000 00		
Total.....	\$27,528,800 00	\$21,599,500 00	\$2,875,945 89

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost Per Mile.
	Charged to Construction or Equipment.			
Construction :				
Right of Way....)				
Other Real Estate)	\$13,722 48	\$1,597,366 59	\$1,611,089 07	
Fences.....)				
Grading and				
Bridge and				
Culvert Ma-				
sonry.....		873,556 79	873,556 79	
Bridges and Tres-				
tles.....	35,500 84	478,208 42	513,709 26	
Ties.....		1,267,753 36	1,267,753 36	
Buildings, Furni-				
ture and Fix-				
tures.....	48,887 43	1,343,845 24	1,392,232 67	
Shop Machinery				
and Tools.....	16,267 22	232,788 17	249,055 39	
Engineering Ex-				
penses.....		50,000 00	50,000 00	
B. H. T. and W.				
Ry. and T.S. and				
N. Railr'd Con-				
solidation.....	442,400 00		442,400 00	
Monadnock Rail-				
road Consoli-				
dation.....	265,360 00		265,360 00	
Sidings and Yard				
Extensions.....	65,775 37	362,297 31	428,072 68	
Terminal Facili-				
ties and Ele-				
vators, includ-				
ing Dock.....		2,308,041 89	2,308,041 89	
Cheshire Rail-				
road, Consoli-				
dation.....	300 00	3,529,120 16	3,529,420 16	

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
	Charged to Construction or Equipment.			
Purchase of Con- structed road...		24,294,560 69	24,294,560 69	
Other Items.....	57,269 47	1,273,263 27	1,330,532 74	
Total Construc- tion.....	\$944,982 81	\$37,610,801 89	\$38,555,784 70	
Equipment:				
Locomotives.....		1,038,839 40	1,038,839 40	
Passenger Cars... Sleeping, Parlor and Dining Cars.		649,496 64	649,496 64	
Baggage, Express, Combination Cars and Postal Cars.....		2,258,604 43	2,258,604 43	
Freight Cars....				
Total Equipm't.		\$3,946,940 47	\$3,946,940 47	
Grand Total Cost Construction, Equipment, etc.	\$944,982 81	\$41,557,742 36	\$42,502,725 17	

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$7,707,297 69	
Less Operating Expenses.....	5,542,689 01	
Income from Operation.....		\$2,164,608 68
Total Income.....		2,164,608 68
Deductions from Income:		
Interest on Funded Debt Accrued.....	\$953,253 79	
Interest on Interest-Bearing Current Liabilities Accrued, not otherwise provided for.....	21,638 91	
Rents.....	264,146 67	
Taxes.....	225,782 94	
Total Deductions from Income.....		1,464,822 31
Net Income.....		\$699,786 37
Dividends, 4 per cent Preferred Stock.....	\$668,133 60	
Total.....		668,133 60
Surplus from Operations of Year ending June 30, 1893.....		31,652 77
Surplus on June 30, 1892.....		273,197 11
Improvement Fund.....		\$304,849 88
		31,652 77
Surplus on June 30, 1893.....		\$273,197 11

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$2,225,344 04		
Less Repayments:			
Tickets redeemed		\$20,762 07	
Total Passenger Revenue.....			\$2,204,581 97
Mail.....			65,291 52
Express.....			171,656 47
Other Items.....			41,156 10
Total Passenger Earnings.			\$2,482,686 06
Freight:			
Freight Revenue.....	5,006,355 71		

EARNINGS FROM OPERATION—*Continued.*

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Less Repayments: Overcharge to Shippers.		\$158,740 08	
Total Freight Revenue .			\$4,847,615 68
Elevators.....			149,765 26
Other Items.....			88,107 85
Total Freight Earnings.			\$5,085,488 79
Total Passenger and Freight Earnings.....			\$7,568,174 85
Other Earnings from Operation:			
Rents from Tracks, Yards, and Terminals.....	\$7,500 00		
Rents not otherwise provided for.....	51,469 56		
Other sources.....	80,153 28		
Total Other Earnings...			\$139,123 84
Total Gross Earnings from Operation—Entire Line.			\$7,707,297 69

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company using Property Leased.	Item.	Total.
Tracks:				
	Shelburne Falls to Conway June....	N. Y., N. H. and Hartford.	\$7,500 00	
Total.....				\$7,500 00
Terminals:				
Sundry Lands, Tenements and portions of Station Buildings....			\$51,469 56	51,469 56
Total.....				\$58,969 56
Grand Total Rents Received.....				\$58,969 56

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.		Assets.	June 30, 1893.		Year Ending June 30, 1893.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$37,610,801 89	Cost of Road.....		\$38,555,784 70		\$944,982 81	
3,946,940 47	Cost of Equipment.....		3,946,940 47			
157,360 00	Costs of other companies owned....					
1,544,526 91	Stocks of other companies owned....					
	Vermont and Massachusetts Rail- road Improvements.....		1,601,833 56		57,306 65	
	Cash and Current Assets.....		3,138,017 49		48,940 38	
3,089,077 11	Other Assets:					
	Materials and Supplies.....		894,832 31		218,991 96	
675,840 35	Grand Total.....					
\$47,024,546 73			\$48,137,408 53		\$112,861 80	\$157,360 00

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.	Liabilities.	June 30, 1893.	Year Ending June 30, 1893.	
			Increase.	Decrease.
Total		Total		
\$23,497,600 00	Capital Stock.....	\$24,000,000 00	\$502,400 00	
20,821,000 00	Funded Debt.....	20,499,500 00		\$321,500 00
1,777,031 53	Current Liabilities	2,875,945 89	1,098,914 36	
244,406 50	Accrued Interest on Funded Debt not yet payable.	239,427 50		4,979 00
147,660 65	Accrued Taxes not yet payable.....	148,989 53	1,328 88	
60,145 00	Accrued Rent of Roads not yet payable	63,936 67	3,791 67	
203,505 94	Improvement Fund.....	36,411 83		167,094 11
273,197 11	Profit and Loss...	273,197 11		
\$47,024,546 73	Grand Total..	\$48,137,408 53	\$1,112,861 80	

IMPORTANT CHANGES DURING THE YEAR.

B., H. T. & W. R'y and T., S. & N. R'd and the Monadnock R'd consolidated with the Fitchburg Railroad.

4,000 shares Fitchburg Preferred Stock issued for B., H. T. & W. R'y consolidation.

424 shares Fitchburg Preferred Stock issued for T., S. & N. R'd consolidation.

600 shares Fitchburg Preferred Stock issued for Monadnock R'd consolidation.

\$51,000 Fitchburg R'd 10 year 4% bonds issued.

\$384,500 B., B. & G. R'd Bonds which matured April 1, 1893, have been paid.

\$36,000 B., H. T. & W. R'y Deb. 5% have been exchanged for \$36,000 F. R. R. 4% Bonds.

\$48,000 Monadnock R'd 5% Bonds assumed by the Fitchburg R'd.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF VERMONT.

The American Express Co. and the National Express Co. operate over this Road.

Mails are carried at certain rates per mile based on weight as established by the Post-Office Department.

Cars of the Pullman Palace Car Co. and of the Wagner Palace Car Co. run over this Road.

The Greenwich and Johnsonville R'y Co. for interchange of Passengers and Freight.

Western Union Telegraph Co.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.		
	From	To	Miles.
B. B. & G. R. R., 2d M't'ge, 3%.....	Worcester,	Winchendon,	36.00
“ “ 3d “ 6%.....	“	“	36.00
B. H. T. & W. Ry. Debrs., 5%.....	Rotterdam Junction,	Vt. and Mass. State Line,	61.22
T. & B. R. R., 1st M't'ge, 7%.....	Troy, N. Y.,	Vt. and Mass. State Line,	34.74

Hoosac Tunnel Dock and Elevator mortgage note on Wharves, Elevators and Warehouses in Charlestown.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensation.	Ave. Daily Compensation
General Officers.....	19	5,947	\$69,324 85	\$11 66
General Office Clerks.....	133	41,532	81,387 49	1 96
Station Agents.....	133	41,549	76,671 76	1 85
Other Station Men.....	421	131,817	241,983 97	1 84
Enginemen.....	291	93,691	327,920 25	3 50
Firemen.....	298	106,855	205,215 80	1 92
Conductors.....	252	79,068	221,550 94	2 80
Other Trainmen.....	673	210,208	405,257 34	1 93
Machinists.....	152	47,645	112,432 25	2 36
Carpenters.....	270	84,513	177,337 65	2 10
Other Shopmen.....	358	80,412	161,320 63	2 00
Section Foremen.....	96	29,995	70,158 85	2 34
Other Trackmen.....	781	244,408	366,608 47	1 50
Switchmen, Flagmen, and Watchmen.....	282	88,224	124,592 18	1 41
Telegraph Operators and Dispatchers.....	111	34,667	60,716 43	1 75
All other Employes and Laborers...	1385	419,097	727,995 20	1 74
Total (Including "General Officers").....	5555	1,739,628	\$3,430,474 06	\$1 97
Less "General Officers".....	19	5,947	69,324 85	11 66
Total (Excluding "General Officers").....	5536	1,733,681	\$3,361,149 21	\$1 94

EMPLOYES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Ave. Daily Compensation
Distribution of Above:				
General Administration.....	152	47,479	\$150,712 34	\$3 17
Maintenance of Way and Structures.....	1223	379,177	618,766 12	1 63
Maintenance of Equipment.....	1372	422,118	815,008 13	1 93
Conducting Transportation.....	2808	890,854	1,845,987 47	2 07
Total (Including "General Officers").....	5555	1,739,628	\$3,430,474 06	1 97
Less "General Officers"....	19	5,947	69,324 85	11 66
Total (Excluding "General Officers").....	5536	1,733,681	\$3,361,149 21	\$1 94

PASSENGER AND FREIGHT, AND TRAIN MILEAGE
—Entire Line.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	7,770,632			
Number of passengers carried one mile.....	117,908,668			
Average distance carried.	15.17 miles.	2,204,581	97	
Total passenger revenue.....				
Average amount received from each passenger.....			28	3.7
Average receipts per passenger per mile.....			01	8.69
Estimated cost of carrying each passenger one mile....			01	5.50
Total passenger earnings.....		2,482,686	06	
Passenger earnings per mile of road.....		5,513	15	9.
Passenger earnings per train mile.....			1 02	0.79

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Freight Traffic:				
Number of tons carried of freight earning revenue....	4,872,330			
Number of tons carried one mile.....	525,027,360			
Average distance haul of one ton.....	107.7569 miles.			
Total freight revenue.....		4,847,615	68	
Average amount received for each ton of freight.....			99	4.92
Average receipts per ton per mile.....			00	9.23
Estimated cost of carrying one ton one mile.....			00	7.07
Total freight earnings.....		5,085,488	79	
Freight earnings per mile of road.....		11,293	05	6.
Freight earnings per train mile.....			1 41	7.79
Passenger and Freight:				
Passenger and freight revenue.		7,052,197	65	
Passenger and freight revenue per mile of road.....		15,660	41	4.
Passenger and freight earn- ings.....		7,568,174	85	
Passenger and freight earn- ings per mile of road.....		16,806	21	5.
Gross earnings from operation		7,707,297	69	
Gross earnings from operation per mile of road.....		17,115	15	7.
Expenses.....		5,542,689	01	
Expenses per mile of road....		12,308	33	4.
Train Mileage:				
Miles run by passenger trains.	2,432,105			
Miles run by freight trains. . .	3,586,900			
Miles run by mixed trains....				
Total Mileage Trains Earn- ing Revenue	6,019,005			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage. Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Miles run by switching trains.	1,075,908			
Miles run by construction and other trains.....	122,848			
Grand Total Train Mileage.	7,217,761			
Mileage of loaded freight cars				
—East.....	22,705,158			
Mileage of loaded freight cars				
—West.....	16,269,523			
Mileage of empty freight cars				
—East.....	2,461,838			
Mileage of empty freight cars				
—West.....	19,009,358			
Average number of freight cars in train.....	24			
Average number of loaded cars in train.....	16			
Average number of empty cars in train.....	8			
Average number of tons of freight in train.....	146			
Average number of tons of freight in each loaded car...	10.70			

Method of computing miles run by switching engines: 5 miles per hour for total number of hours for switching engine service.

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture :				
Grain	18,788	463,861	482,649	09.91
Flour	6,360	197,389	203,749	04.18
Other Mill Products.....	7,937	41,826	49,763	01.02
Hay.....	11,383	144,910	156,293	03.21
Tobacco.....	509	4,896	5,405	01.11
Cotton.....	6,804	81,001	87,805	01.80
Fruit and Vegetables.....	37,145	50,435	87,580	01.80
Other Products.....	221	6,875	7,096	00.15
Products of Animals :				
Live Stock.....	15,477	207,694	223,171	04.58
Dressed Meat.....	4,310	148,001	152,311	03.13
Other Packing-house Products....	2,314	37,429	39,743	00.82
Poultry, Game and Fish.....	5,084	2,417	7,501	00.15
Wool.....	7,334	12,166	19,500	00.40
Hides and Leather.....	11,794	25,448	37,242	00.76
Other Products.....	38,934	23,028	61,962	01.27
Products of Mines :				
Anthracite Coal.....	1,195	416,148	417,343	08.57
Bituminous Coal.....	3,260	659,047	662,307	13.59
Coke.....	1,411	13,694	15,105	00.31
Ores.....	32,190	12,787	44,977	00.92
Stone, Sand, and, other like arti- cles.....	108,882	79,549	188,431	03.87
Salt.....	1,680	43,403	45,083	00.92
Products of Forest:				
Lumber.....	63,404	271,218	334,622	06.87
Other Products.....	44,835	57,357	102,192	02.10
Manufactures :				
Petroleum and other Oils.....	7,779	45,738	53,517	01.09
Sugar.....	9,766	3,614	13,380	00.27
Naval Stores.....	1,480	1,514	2,994	00.06
Iron, Pig and Bloom.....	16,134	65,624	81,758	01.68

FREIGHT TRAFFIC MOVEMENT—*Continued.*

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Iron and Steel Rails.....	31,260	22,133	53,393	01.10
Other Castings and Machinery....	34,237	25,985	60,222	01.24
Bar and Sheet Metal.....	8,767	23,441	32,208	00.66
Cement, Brick and Lime.....	69,124	57,220	126,344	02.59
Agricultural Implements.....	30,383	2,159	32,542	00.67
Wagons, Carriages, Tools, Etc....	2,629	3,215	5,844	00.12
Wines, Liquors, and Beers.....	8,962	16,905	25,867	00.53
Household Goods and Furniture..	20,762	6,899	27,661	00.57
Other Products.....	256,016	324,721	580,737	11.92
Merchandise.....	180,052	122,429	302,481	06.21
Miscellaneous: Other commodi- ties not mentioned above.....	39,186	2,366	41,552	00.85
Total Tonnage—Entire Line.	1,147,788	3,724,542	4,872,330	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....Dec.	16	94	92	Compressed Air.		
Freight.....Inc.	8	87	82	"		
Switching.....Inc.	1	34	1	"		
Leased.....		8	8	"		
Total Locomotives.....Dec.	7	215	215			
Cars in Passenger Service:						
First-class Passenger Cars, Inc.	10	181	181	Westinghouse.	181	Miller Hook
Combination Passenger Cars....		31	31	"	31	"
Baggage, Exp. and Postal Cars..		51	51	"	51	"
Other Cars in Passenger service		2	2	"	2	"
Total	10	265	265		265	
Cars in Freight Service:						
Box Cars.....Dec.	65	3,843	480	Westinghouse.		Safford.
						Standard.
						Gould.
						Miller.
						Drexel.

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Flat Cars.....Inc.	31	906	18	Westinghouse.	429	Safford.
Stock Cars.....Dec.	9	227	96	"	16	Cowell.
Coal Cars.....Dec.	4	649			56	Safford.
					54	"
					21	"
Refrigerator Cars.....		96	96	"	1	Standard.
					1	Gould.
Other Cars.....Dec.	$\frac{1}{2}$	48 $\frac{1}{2}$			73	Dowling.
Total.....Dec.	47 $\frac{1}{2}$	5,769 $\frac{1}{2}$	690	Westinghouse.	1,183	
Cars in Company's Service:						
Gravel Cars.....Dec.	47	127				
Derrick Cars.....Dec.	1	21	11	"	40	Safford.
Caboose Cars.....Inc.	1	100				
Other road Cars.....Inc.	3	25	2	"	1	Gould.
Total.....	44	273	13	Westinghouse.	41	

DESCRIPTION OF EQUIPMENT—*Continued.*

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars contributed to Fast Freight Line Service.....Inc.	2	1,642	537	Westinghouse.	323 3 1 1 73	Safford. Drexel. Standard. Gould. Dowling.
Grand Total Cars.....Dec.	81½	6,307½	968	Westinghouse.	1,439	

Locomotives entered as leased are included in the number of Passenger Locomotives.
Cars contributed to Fast Freight Line Service are included in total cars in Freight Service.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Total Mileage Operated.	RAILS. Steel.
	Main Line.	Branches and Spurs			
Miles of single track...	249.25	123.23	77.84	450.32	450.32
Miles of second track..	98.51	4.24	56.00	158.85	158.85
Miles of third track....	1.66			1.66	1.66
Miles of yard track and sidings	224.59		40.79	265.38	265.38
Total Mileage Operated (all tracks)	(224.59 349.42)	127.57	174.63	876.21	876.21

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS. Steel.
	Main Line.	Branches and Spurs			
Massachusetts,	104.81	74.48	69.28	248.51	248.51
New Hampshire.....	42.81	23.25	3.58	69.62	69.62
Vermont.....	12.16			42.16	12.16
New York.....	89.47	25.52	5.04	120.03	120.03
Total Mileage Oper- ated (single track).	249.25	123.23	77.84	450.32	450.32

II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Massachusetts,	104.81	74.48		179.29	179.29
New Hampshire.....	42.81	23.25		66.04	66.04
Vermont.....	12.16			12.16	12.16
New York.....	89.47	25.52		114.99	114.99
Total Mileage Owned (single track).....	249.25	123.23		372.48	372.48

RENEWALS OF RAILS AND TIES.

Kind.	NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel.....	4,383.50	76 lbs.	\$30 25	Oak, Chestnut and Cedar.	265,467	42 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	Hard Wood	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.	Cords.			
Passenger.....	73,562.8	348	73,794.8	2,432,105	60.69
Freight.....	176,827.6	464	177,136.9	3,586,900	98.77
Switching.....	26,684.6	212	26,825.9	1,075,908	49.87
Construction.....	3,264.7	26	3,232	122,848	53.43
Total.....	280,339.7	1,050	281,039.6	7,217,761	77.87
Average Cost at distributing point...	\$2 88	\$4 25			

RECORD OF ACCIDENTS FOR YEAR ENDING JUNE 30, 1893.

July 11. At Waltham: Timothy Murphy, section laborer, stepped in front of one train while trying to avoid another. One leg cut off. Died next day.

July 23. At Royalston: Unknown man, walking track. Struck by engine of passenger train and instantly killed.

July 23. At Somerville: Alexander Tattrie, freight brakeman, found beside the track with leg cut off. Died next day.

July 30. At Concord Junction: Frank W. Lindsay, station baggage master, stepped in front of a moving train; thrown down and skull fractured.

August 9. At Troy, N. H.: Mrs. Fair, walking on track in a bridge; struck by train and instantly killed.

August 11. At Charlestown: Martin Ring, a Wagner car cleaner, jumped from a moving passenger train. Badly cut and bruised.

August 16. At North Adams: John Shine, walking the track, struck by engine of express train and badly hurt. Unknown young man with him struck and instantly killed.

August 19. At Wendell: Frank Smith, trespasser, found dead beside the track. Evidently struck by train during the night.

August 28. At Gardner: F. E. Quimby, freight conductor, fell off car; wheel cut right foot badly.

September 3. At Hill's Crossing: Erving D. Messenger fell off a moving passenger train and was slightly injured.

September 14. At Wendell: Ed. Powers jumped from express passenger train and was instantly killed.

September 16. At Walpole: W. Corbett, freight conductor, had left knee hurt and one rib cracked, by train backing up while he was unloading freight.

September 16. At Baldwinville: Samuel Leary jumped from express passenger train and was instantly killed.

September 26. At Worcester: James McCue, while attempting to board a moving freight train, fell, and the wheels cut off one leg. Trespasser.

October 10. At Charlestown: E. C. Prentiss, trespasser, struck by engine and wheel cut off one foot.

October 20. At West Cambridge: William McAdam and John Coleman were walking track; struck by locomotive. McAdam had thigh injured and Coleman arm fractured.

October 22. At Erving: J. D. Bowman, a freight conductor, fell from a moving car and was bruised about the body and limbs.

October 25. At Shirley: Napoleon Hunt, a trespasser, jumped from a special passenger train and fractured his skull.

November 5. At Union Square: A man supposed to be Isaac Melson, walking track; struck by passenger train and badly injured about the head.

November 8. At Fresh Pond: Unknown man, walking track, struck by passenger train and instantly killed.

November 10. At Gardner: Fred Sawin, walking on track, struck by passenger train and instantly killed.

November 16. At Somerville: James Fox, stealing a ride on a freight train was struck by overhead bridge.

November 16. At Erving: D. E. Bailey, freight brakeman, fell from the top of a car in motion. Wheels ran over him, killing him instantly.

November 19. At Boston: Richard Hodge, attempting to board a moving passenger train, fell under the wheels and had his leg cut off.

December 11. At West Acton: Jonathan Morris jumped from an express passenger train, fell under the wheels and was killed.

December 15. At Williamstown: Unknown man run over by freight car and instantly killed.

December 31. At Boston: James F. Noon, passenger brakeman, struck head against switch target, cutting a gash.

December 31. At Cambridge: Unknown man in charge of cattle on freight train, struck by overhead bridge and had his skull fractured. Died.

January 2. At Union Square: Cephas Manning, walking on track, struck by engine of passenger train receiving injuries to side and arm.

January 14. At Williamstown: E. W. Bump, freight conductor, standing on track, struck by engine and cut about head and face.

January 18. At Concord: George Jacobs, found dead beside the track, with back of head crushed. Evidently been struck by train in the night.

January 18. At East Deerfield: Martin Norton, freight brakeman, stepped off engine on to track, was struck by engine; arm broken.

January 24. At Waltham: C. A. Wright, switchman, found on track with both legs crushed. Evidently been run over by freight train.

January 30. At Williamstown: E. Cummings, freight brakeman, standing between tracks, was struck by a train, cutting his head in two places.

January 31. At Worcester: Jonas Aiken, deaf man, walking on track, was struck by engine; wheel cut off one hand and injured his leg.

February 18. At Mount Auburn: Walter Power, walking on track, was struck by engine and received a scalp wound and bruises on leg.

February 26. At West Cambridge: Xavier Columbus, walking on track, was struck by engine and instantly killed.

February 26. At Shelburne Falls: John Cardic was found between two coaches of passenger train after it had made the station stop, with his arm cut off and head cut. Evidently been stealing a ride.

March 1. At Conway Junction: G. B. Day, night operator, while attempting to board a moving freight train, fell under the wheels and was killed.

March 4. At Fitchburg: F. J. Stone stepped in front of a moving freight car, was run over and instantly killed.

March 28. At Greylock: M. Sullivan, trespasser, walking on track, while trying to avoid one train stepped in front of another, was struck by an engine. One leg crushed and other injuries.

March 28. At Shelburne Falls: Man supposed to be Henry Wallace was walking track; trying to avoid one train stepped in front of another. Struck by engine and instantly killed.

March 30. At Gardner: M. P. Gearan, yard master, standing beside the track, had a piece of tin from a torpedo driven through his arm by the explosion.

April 3. At Fitchburg: C. F. Byam, switch tender, standing close to track was struck by engine, breaking one arm and bruising his face.

April 4. At Keene: Fred Searle, station baggage master, badly bruised about the head and legs, by train striking express truck which was too near the track, throwing it against and upsetting the baggage truck on which he was standing.

April 6. At Otter River: Unknown man walking track was struck by engine of passenger train and instantly killed.

April 8. At Winchendon: Saloon car of moving freight train jumped the track and struck car standing on side track. A. L. Shattuck, drover, riding in saloon car was thrown down and broke collar bone. M. McInery, brakeman, had his ankle sprained by jumping to the ground.

April 17. At Charlemonst: Unknown man walking on track threw himself down in front of an approaching express train; was struck and instantly killed.

April 26. At Fitchburg: Wm. McCarthy, passenger on express train, jumped off car while in motion, receiving cuts and bruises on his head.

May 3. Between Belmont and West Cambridge: Chas. Upham, engineer of express passenger train, found by his fireman hanging out of cab window with bad scalp wound. Unconscious.

May 10. At Concord Junction: Henry Shaughnessey, trespasser, jumped from a moving passenger train, receiving bad scalp wound.

May 10. At Charlemonst: James Donnelly, freight brakeman, sitting on the rail with a flag, asleep, was struck by engine of passenger train and instantly killed.

May 12. At Williamstown: D. Kelly, coal shoveler, attempted to board a moving freight train, fell between the cars. Wheels ran over his body, killing him instantly.

May 17. At Cambridge: Thomas Green, trespasser on track, threw himself in front of an express passenger train, was run over and instantly killed.

May 22. At Williamstown: Larry Smith, car inspector, stepped backwards on to another track, was struck by engine backing up; badly bruised, ankle sprained and ribs cracked.

June 2. At Ayer: Maria Burke, walking on track, was struck by engine of passenger train. Both legs cut off. Died same day.

June 5. At Charlestown: John McVicar, freight brakeman, stepped on to track in front of engine backing over to round house. Left foot crushed.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....	3	61		23		1	3	85
Falling from Trains and Engines.	11	17	• 1	4		1	12	22
Overhead Obstructions.....	2	7					2	7
Collisions.....	4	11					4	11
Deraillments.....								
Other Train Accidents.....	3	6	1	2	4	2	8	10
At Highway Crossings.....								
At Stations.....		7						7
Other Causes.....								
Total.....	23	109	2	29	4	4	29	142

ACCIDENTS TO PERSONS—Continued.

Kind of Accident.	PASSENGERS.		OTHERS.					
			TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions	7	89			2	2	2	2
Derailments			20	20	1	1	21	21
Other Train Accidents					8	11	8	11
At Highway Crossings	1			1	2		2	1
At Stations	2	2		1				1
Other Causes								
Total	10	91	20	22	13	14	33	36

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From	To	Miles	Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.	Length of Level Line.	ASCENDING GRADES.			DESCENDING GRADES.		
							Number	Sum of Ascents.	Feet.	Miles.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Feet.	Miles.	Aggregate Length of Descending Grades.
Boston.....	Fitchburg.....	50	68	15.57	24.43	6.14	14	706	28.24	15	284	15.62
Fitchburg.....	Greenfield.....	56	100	27.70	28.30	6.53	7	736	17.32	6	935	32.15
Watertown Junction.....	Waltham.....	6.60	19	3.65	2.95	1.00	6	88	3.30	6	53	9.40
South Acton.....	Marlboro.....	12.42	92	5.63	6.79	4.25	3	206	5.80	3	62	9.27
Ayer.....	Greenville.....	23.62	52	9.82	13.80	4.02	6	687	16.18	6	90	3.42
Ashburnham Junction.....	Ashburnham.....	2.59	11	1.83	1.26	52	3	44	83	4	66	1.24
Turners Falls Jct.....	Turners Falls.....	2.80	4	1.83	1.97	54	4	37	1.40	4	16	1.86
Greenfield.....	State Line, Vt.....	44	103	18.30	25.80	3.50	4	736	27.00	4	344	13.50
State Line.....	Troy.....	40.41	51	11.45	28.95	8.98	6	136	7.18	7	467	24.25
State Line.....	Johnsborough, E. Bound.....	35.91	48	7.18	18.73	7.10	8	96	4.20	8	313	14.51
Johnsborough.....	Rotterdam.....	35.51	53	12.96	22.35	3.37	5	333	12.53	5	405	19.41
Saratoga Junction.....	Saratoga.....	17.52	24	6.56	10.95	2.29	4	315	9.96	4	182	5.17
Schuyler Junction.....	Schuylerville.....	8	15	3.63	4.37	1.73	4	44	1.37	4	9	4.40
Hoosick Junction.....	State Line, Vt.....	5.04	11	2.71	2.33	70	1	167	4.34	0	0	0
Worcester.....	Winchendon.....	36	117	17.85	18.05	4.40	19	933	31.00	30	412	10.60
Ashburnham Junction.....	Bellevue Falls.....	53.62	84	32.58	31.04	6.09	8	764	15.05	7	1,496	31.58
Winchendon.....	Peterboro.....	15.80	52	7.50	8.30	1.62	19	320	4.96	30	483	9.22
Squamscott Junction.....	Brookline.....	14	33	6.54	7.46	2.68	17	191.5	6.30	18	130.5	5.62
Boston Ice Track ..		68	2	16	52	68						
Total.....		450.42	809	181.25	298.97	65.64			188.36			196.32

CHARACTERISTICS OF ROAD—Continued.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges :								Overhead Highway Crossings :			
Iron.....	158	14,000		10		1,260		Bridges.....	74	14	6
Wooden.....	64	6,008		10		876		Overhead Railway Crossings	8	15	
Trestles.....	21	7,464		74		799					
Tunnels.....	2	25,499		418		25,081					

Gauge of Track : 4 feet, 9 inches.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.
131	406.46	131	406.46		

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
299	1,541.15 5.00	Western Union Telegraph Co. Commercial "	Western Union Telegraph Co. Commercial "

CAR MILEAGE.

Individuals, Co-operative Fast Freight Lines, and Stock Companies, to which the Company making this Report pays Mileage for the use of Cars.

American Live Stock Transportation Company.
 American Refrigerator Transit Company.
 Anglo-American Refrigerator Car Company.
 Armour Packing Company.
 Armour Refrigerator Line.
 Arms' Palace Horse Car Company.
 American Cotton Oil Company.
 Blue Line Transit Company.
 Burton Stock Car Company.
 Babcock, F. W.
 Chicago & Milwaukee Refrigerator Car Company.
 Cutting Car Company.
 Cudahy Refrigerator Company.
 Cornplanter Refining Company.
 Canada Cattle Car Company.
 Continental Refining Company.
 Cold Blast Transportation Company.
 Climax Gasoline Company.
 Cudahy Milwaukee Refrigerator Line.
 Edwards, F. D.
 Empire Line.
 Erie Despatch.
 Green Line.
 Genessee Oil Works.
 Holmes, A. S.
 Havens, C. B., & Company.
 Hammond Refrigerator Line.
 Hicks' Stock Car Company.
 International Oil Works.
 Independent Refining Company.
 Iron Car Express Coal Line.
 International Packing Company.
 Keystone Palace Horse Car Company.
 Kansas City Refrigerator Car Company.
 Lipton Express Refrigerator Line.
 Lipton Refrigerator Line.
 Merchants' Despatch Transportation Company.
 Midland Line.
 Mains' Refrigerator Company.
 Mather's Horse & Stock Car Company.
 Manhattan Oil Company.
 National Oil Company.
 National Linseed Oil Company.
 National Oil Company.
 Pennsylvania Refining Company.
 Red Line Transit Company.
 Richmond Iron Works.

COMMONWEALTH OF MASSACHUSETTS, }
County of Suffolk. } ss:

We, the undersigned, H. S. Marcy, President, and C. S. Anthony, General Auditor, of the Fitchburg Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

H. S. MARCY, *President.*

C. S. ANTHONY, *General Auditor.*

Subscribed and sworn to before me
this 15th day of November, 1893.

EDMUND D. CODMAN, *Notary Public.*

ANNUAL REPORT OF THE HOOSAC TUNNEL AND WILMINGTON RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Hoosac Tunnel and Wilmington Railroad Company.

Date of organization: December 28th, 1886.

Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Massachusetts; under general law. Authority to issue increased stock and bonds granted under Chapter 208 of the Acts of the General Court of Massachusetts of 1891; amended by Chapter 26 of the Acts of the General Court of Massachusetts of 1892; also amended by Chapter 66 of the Acts of the General Court of Massachusetts of 1893.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same: Hoosac Tunnel and Wilmington Railroad Company; chartered under State of Massachusetts, December 28th, 1886; amended as above. Deerfield River Company; chartered under State of Vermont, April 11th, 1883. Deerfield Valley Railroad Company; chartered under State of Vermont, October 31st, 1890.

Date and authority for each consolidation: January 1st, 1892; under Chapter 208 of the Acts of the General Court of Massachusetts of 1891; amended by Chapter 26 of the Acts of the General Court of Massachusetts of 1892; also in the charter of the Deerfield Valley Railroad Company, under State of Vermont, October 31st, 1890.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Not a reorganized company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Daniel H. Newton.....	Holyoke, Mass.....	In October, 1893.
Moses Newton	Holyoke, Mass.....	
John C. Newton.....	Holyoke, Mass.....	
James Ramage.....	Holyoke, Mass.....	
James S. Newton.....	Holyoke, Mass.....	

Total number of stockholders at date of last election: 54.

Date of last meeting of stockholders for election of directors: October 17th, 1892.

Post-office address of general office: Holyoke, Mass.

Post-office address of operating office: Readsboro, Vt.

OFFICERS.

President—Daniel H. Newton, Holyoke, Mass.
 Vice-President—James Ramage, Holyoke, Mass.
 Secretary—James S. Newton, Holyoke, Mass.
 Treasurer—John C. Newton, Holyoke, Mass.
 Auditor—James S. Newton, Holyoke, Mass.
 Superintendent—Moses Newton, Holyoke, Mass.
 General Passenger Agent—William B. McClellan, Readsboro, Vt.

PROPERTY OPERATED.

Name.	From	To	Miles of Line for Each Road Named.
Hoosac Tunnel and Wilmington.....	Hoosac Tunnel, Mass.....	Wilmington, Vt.....	24.50
Total.....			24.50

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock : Common	2,500	\$100 00	\$250,000 00	\$250,000 00
Total.....	2,500	\$100 00	\$250,000 00	\$250,000 00
Manner of Payment for Capital Stock.			Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash : Common			2,500	\$250,000 00
Total.....			2,500	\$250,000 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Bills Receivable.....	\$1,425 07
Due from Agents.....	3,614 31
Net Traffic Balances due from other Companies.....	390 12
Due from Solvent Companies and Individuals.....	* 141 69
Balance—Current Liabilities.....	204,124 27
Total.....	\$209,695 46

Current Liabilities Accrued to and Including June 30, 1893.

Loans and Bills Payable.....	\$203,211 77
Audited Vouchers and Accounts.....	2,920 90
Net Traffic Balances due to other Companies.....	79 84
Cash overdrawn.....	3,482 95
Total.....	\$209,695 46

Materials and Supplies on hand, \$575 08.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Out- standing.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$250,000 00	\$250,000 00	24.50	\$10,204 08
Total.....	\$250,000 00	\$250,000 00	24.50	\$10,204 08

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Current Liabil- ities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Hoosac Tunnel and Wilmington.	\$250,000 00	\$204,124 27	\$454,124 27	24.50	\$18,535 68
Total.	\$250,000 00	\$204,124 27	\$454,124 27	24.50	\$18,535 68

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year. Charged to Construction or Equipment.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost Per Mile.
Construction:				
Right of Way..	\$255 00			
Grading and Bridge and Culvert Masonry.....	36,996 82			
Rails.....	2,258 64			
Other Superstructure.....	282 00			
Engineering Expenses	80 00			
Total Construction.....	\$39,872 46	\$362,052 85	\$401,925 31	\$16,405 11
Equipment:				
Locomotives..	1,843 44			
Passenger Cars.	1,367 05			
Freight Cars....	1,815 36			
Total Equipment.	\$5,025 85	\$46,193 00	\$51,218 85	\$2,090 56
Grand Total Cost Construction, Equipment, Etc.	\$44,898 31	\$408,245 85	\$453,144 16	\$18,495 68

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$37,478 41	
Less Operating Expenses.....	26,697 55	
Income from Operation.....	\$10,780 86	
Miscellaneous Income.....	1,197 73	
Total Income.....		\$11,978 59
Deductions from Income:		
Interest on Interest-bearing Current Liabilities Accrued, not otherwise provided for...	\$11,295 43	
Taxes.....	478 93	
Total Deductions from Income.....		11,774 36
Net Income.....		\$204 23
Surplus from Operations of Year ending June 30, 1893.....		\$204 23
Surplus on June 30, 1892.....		877 58
Surplus on June 30, 1893.....		\$1,081 81

EARNINGS FROM OPERATION—Entire Line.

Item.	Total Receipts.	Deductions, Account of Repay- ments, Etc.	Actual Earnings.
Passenger :			
Passenger Revenue.....	\$9,909 80		
Total Passenger Revenue.			\$9,909 80
Mail.....	\$1,041 90		
Express	715 21		1,757 11
Total Passenger Earnings.			\$11,666 91
Freight:			
Freight Revenue.....	\$25,811 50		
Total Freight Revenue....			\$25,811 50
Total Freight Earnings...			\$25,811 50
Total Passenger and Freight Earnings.....			\$37,478 41
Total Gross Earnings from Operation—Entire Line.			\$37,478 41

No record kept for the State of Vermont.

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Miscellaneous	\$1,516 56	\$318 83	\$1,197 73
Total.....	\$1,516 56	\$318 83	\$1,197 73

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$1,018 70	\$3,056 10	\$4,074 80
Renewals of Rails, Deduct for Old Rails Sold.....	5 12	15 35	20 47
Renewals of Ties.....	65 40	196 19	261 59
Repairs of Buildings.....	78 63	235 87	314 50
Repairs of Telegraph.....	3 52	10 58	14 10
Total.....	\$1,161 13	\$3,483 39	\$4,644 52
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	202 16	606 47	808 63
Repairs and renewals of Passenger Cars.....	1,065 20		1,065 20
Repairs and renewals of Freight Cars.....		1,821 12	1,821 12
Shop Machinery, Tools, etc.....	61 98	186 01	247 99
Total.....	\$1,329 34	\$2,613 60	\$3,942 94
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen	821 07	2,463 23	3,284 30
Fuel for Locomotives.....	1,005 23	3,015 63	4,020 85
All other supplies for Locomotives.....	165 29	495 86	661 15
Wages of other Trainmen.....	250 40	751 21	1,001 61

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
All other Train Supplies.	\$28 17	\$84 53	\$112 70
Wages of Station Agents, Clerks and Laborers.....	936 30	2,808 84	3,745 14
Station Supplies.....	135 44	406 32	541 76
Loss and Damage.....		126 52	126 52
Injuries to Persons.....		200 00	200 00
Total.....	\$3,341 89	\$10,352 14	\$13,694 03
General Expenses :			
Salaries of Officers.....}	247 40	742 22	989 62
Salaries of Clerks.....}			
Advertising.....	47 73	143 20	190 93
Insurance.....	340 25	1,020 75	1,361 00
Legal Expenses.....	2 50	7 50	10 00
Stationery and Printing.....	163 62	490 85	654 47
Other General Expenses.....	302 51	907 53	1,210 04
Total	\$1,104 01	\$3,312 05	\$4,416 06
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures.....	1,161 13	3,483 39	4,644 52
Maintenance of Equipment.....	1,329 34	3,613 60	3,942 94
Conducting Transportation.....	3,341 89	10,352 14	13,694 03
General Expenses.....	1,104 01	3,312 05	4,416 06
Grand Total.....	\$6,936 37	\$19,761 18	\$26,697 55

Percentage of Expenses to Earnings—Entire Line, 71.2344.
No record kept for State of Vermont.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893 Total.	Year Ending June 30, 1893.	
			Increase.	Decrease.
\$362,052 85	Cost of Road.....	\$401,925 81	\$39,872 46	
46,193 00	Cost of Equipment.....	51,218 85	5,025 85	
7,346 23	Cash and Current Assets...	5,571 19		\$1,775 03
	Other Assets:			
	Materials and Supplies...	575 08	575 08	
	Expense on Bonds to be Issued	1,486 84	1,486 84	
\$415,592 07	Grand Total.....	\$460,777 27	\$45,185 20	

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Liabilities.	June 30, 1893. Total.	Year Ending June 30, 1893.	
			Increase.	Decrease.
\$210,000 00	Capital Stock.....	\$250,000 00	\$40,000 00	
304,714 49	Current Liabilities.....	309,695 46	4,960 97	
877 58	Profit and Loss.....	1,081 81	204 23	
\$415,592 07	Grand Total.....	\$460,777 27	\$45,185 20	

IMPORTANT CHANGES DURING YEAR.

Eighty-seven feet trestle and pile bridging abolished by substitution of stone culverts or iron tubes. Issued \$40,000.00 of new stock.

CONTRACTS, AGREEMENTS, ETC.

Contract with U. S. Post-Office Department at the rate of \$42.75 per mile per annum.

Contract with W. U. Telegraph Company by which railroad furnishes the poles and right of way and Telegraph Company the wire and instruments and has use of line.

EMPLOYES AND SALARIES—Entire Line.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	2	600	\$989 62	\$1 65
General Office Clerks.....	2	932	1,481 35	1 59
Station Agents.....	5	1,558	2,190 93	1 41
Other Station Men.....	3	808	1,674 51	2 07
Enginemen.....	3	772	1,014 65	1 31
Firemen.....	2	504	869 99	1 73
Conductors.....	1	196	327 06	1 67
Other Trainmen.....	1	309	670 05	2 17
Machinists.....	1	311	597 88	1 92
Carpenters.....	1	207	473 39	1 54
Other Shopmen.....	3	867	1,355 50	1 56
Section Foremen.....	7	1,533	2,089 50	1 36
Other Trackmen.....	2	627	748 50	1 19
Switchmen, Flagmen, and Watchmen.....				
Total (Including "General Officers").....	34	9,324	\$14,482 93	\$1 55
Less "General Officers" and Clerks.....	2	600	989 62	1 65
Total (Excluding "General Officers").....	32	8,724	\$13,493 31	\$1 55
Distribution of Above:				
General Administration.....	2	600	989 62	1 65
Maintenance of Way and Structures.....	12	3,027	4,193 50	1 38
Maintenance of Equipment.....	3	927	1,741 32	1 88
Conducting Transportation.....	17	4,770	7,558 49	1 58
Total (Including "General Officers").....	34	9,324	\$14,482 93	\$1 55
Less "General Officers" and Clerks.....	2	600	989 62	1 65
Total (Excluding "General Officers").....	32	8,724	\$13,493 31	\$1 55

No record kept for State of Vermont.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	22,558			
Number of passengers carried one mile.....	293,675			
Average distance carried.....	13.0186 miles.			
Total passenger revenue.....		9,909	80	
Average amount received from each passenger.....			43	9.90
Average receipts per passen- ger per mile.....			03	3.74
Estimated cost of carrying each passenger one mile....			02	3.62
Total passenger earnings.....		11,666	91	
Passenger earnings per mile of road.....		476	20	0.40
Passenger earnings per train mile			76	4.58
Miles run by mixed trains, 45,777. Calling $\frac{1}{4}$ of above miles run by passenger trains, 15,259.				
Freight Traffic:				
Number of tons carried of freight earning revenue	24,306 $\frac{111}{100}$			
Number of tons carried one mile.....	343,751			
Average distance haul of one ton.....	14,142 miles.			
Total freight revenue.....		25,811	50	
Average amount received for each ton of freight.....		1	06	1.90
Average receipts per ton per mile.....			07	5.09
Estimated cost of carrying one ton one mile.....			05	7.48
Total freight earnings.....		25,811	50	
Freight earnings per mile of road.....		1,053	53	
Freight earnings per train mile			84	5.78

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire
Line—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollar s.	Cts.	Mills.
Miles run by mixed trains, 45,777. Calling $\frac{3}{4}$ of above miles run by freight trains, 30,518.				
Passenger and Freight:				
Passenger and freight reve- nue		35,721	30	
Passenger and freight revenue per mile of road		1,458	01	2.25
Passenger and freight earnings Passenger and freight earnings per mile of road		37,478	41	
Gross earnings from operation Gross earnings from operation per mile of road		1,529	73	1.02
Expenses		37,478	41	
Expenses per mile of road		1,529	73	1.02
		26,697	55	
		1,089	69	
Train Mileage:				
Miles run by mixed trains	45,777			
Total Mileage Trains Earning Revenue	45,777			
Grand Total Train Mileage	45,777			
Average number of freight cars in train	3			
Average number of loaded cars in train	2			
Average number of empty cars in train	1			
Average number of tons of freight in train	10			
Average number of tons of freight in each loaded car ...	5			

FREIGHT TRAFFIC MOVEMENT.—Entire Line.

Commodity.	TOTAL FREIGHT TONNAGE.	
	Whole Tons	Per Cent.
Products of Agriculture:		
Grain.....	1,799	7.40
Fruit and Vegetables.....	92	.38
Products of Animals:		
Hides and Leather.....	326	1.34
Products of Mines:		
Bituminous Coal.....	3,705	15.24
Products of Forest:		
Lumber.....	5,002	20.58
Wood Pulp and Paper Stock.....	11,113	45.72
Manufactures:		
Iron, Pig and Bloom.....	153	.63
Other Castings and Machinery.....	445	1.83
Cement, Brick, and Lime.....	318	1.31
Merchandise.....	695	2.86
Miscellaneous:		
Other commodities not mentioned above.....	659	2.71
Total Tonnage—Entire Line.....	24,307	100.00

No record kept for State of Vermont.

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger.....)	5	3	Vacuum.	None.	
Freight.....)					
Total Locomotives..	5				
Cars in Passenger Ser- vice:					
First-class Passenger Cars.....	6	5	Eames Vacuum.	4	Miller.
Second-class Passenger Cars.....	4	None.			
Combination Passenger Cars.....	2				
Excursion Cars.....	2				
Total.....	14				
Cars in Freight Service:					
Box Cars.....	34				
Flat Cars.....	53				
Coal Cars.....	14				
Refrigerator Cars.....	1				
Total.....	102				
Cars in Company's Ser- vice:					
Gravel Cars.....	14				
Total.....	14				
Grand Total Cars.....	130				

RAILROAD COMMISSIONERS' REPORT.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated. Under Lease.	Total Mileage Operated.	Rails. Steel.
	Main Line.	Branches and Spurs			
Miles of single track...	23.75	.75		24.50	24.50
Total Mileage Oper- ated, (all tracks).....	23.75	.75		24.50	24.50

MILEAGE BY STATES AND TERRITORIES OPERATED BY ROAD MAKING THIS REPORT.

Massachusetts.....	8.00			8.00	8.00
Vermont.....	15.75	.75		16.50	16.50
Total Mileage Oper- ated, (single track)..	23.75	.75		24.50	24.50

Total mileage owned by road making this report, 24.50; steel rails.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Total number of tons of bituminous coal, 1120³⁰⁰/₂₀₀₀; number miles run, 45,777; average pounds consumed per mile, 40.87; average cost at distributing point, \$3.59 per ton.

No record kept for State of Vermont.

ACCIDENTS TO PERSONS.

Freight conductor caught between engine and flat car while starting. Extra conductor fell into pit at engine house; injured leg and side; trainmen injured: coupling and uncoupling, 3; other train accidents, 1; other causes, 1; total, 5; other employees injured, 1; total injured, 6.

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.		Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.		Height of Lowest Above Surface of Rail.	
	Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.		Feet.	In.		
Bridges:.....	1	356					956		Overhead Railway Crossings: Trestles.....	3			
Iron, on Hartwellville Branch....	1	356					96			3			
Total.....	22	406		6						3			
Trestles									Total.....				

Miles of line owned by company making this report, 24.50. Gauge of track, 3 feet.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 24.50; miles of wire, 23.75; name of operating company, Western Union Telegraph Company.

STATE OF MASSACHUSETTS, } ss:
County of Hampden. }

We, the undersigned, D. H. Newton, President, and John C. Newton, Treasurer, of the Hoosac Tunnel & Wilmington Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

D. H. NEWTON,
President.

JOHN C. NEWTON,
Treasurer.

Subscribed and sworn to before me
this 29th day of September, 1893.

RICHARD G. KILDUFF,
Notary Public.

ANNUAL REPORT
OF THE
LEBANON SPRINGS RAILROAD,

Wm. V. Reynolds, Receiver,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Lebanon Springs Railroad.

Date of organization: March 25, 1852.

Organized under the Laws of the States of New York and Vermont.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Lebanon Springs Railroad, as above, under General Laws and by Special Acts of the State of New York, covering a period of several years: "New York and Vermont Railway Company," under an act of the Legislature of the State of Vermont, approved November 3, 1865, and being No. 134 of the Laws of that year, and several acts supplementary thereto and amendatory thereof.

The Lebanon Springs Railroad and New York and Vermont Railway Company were consolidated the 20th day of August, 1867.

Date and authority for each consolidation: Acts of the Legislatures of the States of New York and Vermont; Laws of Vermont, passed March 28, 1867; Laws of New York, passed February 26, 1867.

In process of reorganization.

ORGANIZATION.

Names of directors not known. Receiver unable to find the records of the company.

Post-office address of general office: Bennington, Vt.

Post-office address of operating office: Bennington, Vt.

OFFICERS.

Receiver—William V. Reynolds, Bennington, Vt.

Superintendent—E. D. Bennett, Bennington, Vt.

General Passenger Agent and General Freight Agent—Joseph Child, Bennington, Vt.

Auditor—William H. Hawkins, Bennington, Vt.

PROPERTY OPERATED.

Lebanon Springs Railroad, from Chatham, N. Y., to Bennington, Vt., 57.10 miles.

CAPITAL STOCK.

Common: Par value of shares, \$100; total par value authorized, \$2,000,000. Total amount issued and outstanding, not known. Dividends declared, none.

FUNDED DEBT.

First Mortgage Bonds, issued July, 1867, due July, 1897; amount of authorized issue, \$2,000,000; all issued and outstanding; rate, 7 per cent., payable July 1: interest accrued during year, \$140,000.

These bonds bear date July 1, 1867, payable July 1, 1897. The Receiver concludes from inspection of bond in his possession that interest has been paid to the first day of July, 1870. He is not certain of this, however, and has no means of verifying this statement. If his supposition is true, the interest due and unpaid should be interest on \$2,000,000 Bonds, 23 years at 7 per cent, or \$3,220,000.

This Railroad has been in the hands of a Receiver twice since 1880. Interest on the bonds has never been called for or considered in Receiver's accounting, the whole matter of the validity of the bonds and Receiver's certificates being in litigation. This has been done under advice of counsel, and will be adhered to until the Receiver is advised differently.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued, \$2,000,000; amount outstanding, \$2,000,000; amount of interest accrued during year, \$140,000; nothing paid during year.

RECEIVER'S CERTIFICATES.

Issued November 16, 1891; amount issued and outstanding, \$20,000; amount of interest accrued during year, \$1,200; amount paid during year, \$1,847.42; rate, 6 per cent.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available
for Payment of Current Liabilities.

Cash	\$534 07
Due from Agents.....	2,239 32
Net Traffic Balances due from other Companies.	1,050 61
Due from Solvent Com- panies and Individuals.	6,341 09
Other Cash Assets.....	899 16
Balance—Current Liabili- ties.....	22,074 08
Total.....	\$33,138 33

Current Liabilities Accrued to and
including June 30, 1893.

Receiver's Certificates....	\$20,000 00
Loans and Bills Payable.	3,500 00
Audited Vouchers and Accounts.....	4,357 38
Wages and Salaries.....	3,898 97
Net Traffic Balances due to other Companies....	1,231 98
Matured Interest Coupons Unpaid.....	150 00
Total.....	\$33,138 33

Materials and Supplies on hand, \$3,924.10.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Included in Op- erating Ex- penses.
Construction:	
Fences	\$1,874 25
Bridges and Trestles	1,805 07
Ties	6,410 32
Buildings, Furniture and Fixtures	371 06
Total Construction	\$9,960 70

INCOME ACCOUNT.

Gross Earnings from Operation	\$64,652 15	
Less Operating Expenses	71,573 61	
Deficit		\$6,921 46
Miscellaneous Income—less Expenses	\$1,878 23	
Income from Other Sources		1,878 23
Deficit		\$5,043 23
Deductions from Income:		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for	\$150 00	
Taxes	28 79	
Other Deductions	80 00	
Total Deductions from Income		\$258 79
Deficit		\$5,302 02
Deficit from Operations of Year ending June 30, 1893		5,302 02
Deficit on June 30, 1892		9,027 53
		\$14,329 54
Deductions for Year		3,810 44
Deficit on June 30, 1893		\$18,139 98

EARNINGS FROM OPERATION—Entire Line.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$22,190 60		\$22,190 60
Total Passenger Revenue.			\$22,190 60
Mail.....			3,596 64
Express.....			900 00
Total Passenger Earnings.			\$26,687 24
Freight:			
Freight Revenue.....	\$37,181 39		
Overcharge to Shippers.....		\$59 98	
Total Freight Revenue...			\$37,121 41
Total Freight Earnings...			\$37,121 41
Total Passenger and Freight Earnings.....			\$63,808 65
Other Earnings from Operation:			
Switching Charges—Balance	\$843 50		
Total Other Earnings.....			\$843 50
Total Gross Earnings from Operation—Entire Line.	/		\$64,652 15

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Sale of old material.....	\$1,464 03		\$1,464 03
Ground Rent at Chatham, N. Y.....	10 00		10 00
Interest.....	404 20		404 20
Total.....	\$1,878 23		\$1,878 23

OPERATING EXPENSES.

Item.	Chargeable to Passen- ger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$5,227 55	\$10,455 10	\$15,682 65
Renewals of Ties.....	2,136 77	4,273 55	6,410 32
Repairs of Bridges and Culverts.	601 69	1,203 38	1,805 07
Repairs of Fences, Road-cross- ings, Signs, and Cattle Guards.	458 08	916 17	1,374 25
Repairs of Buildings.....	123 64	247 42	371 06
Total.....	\$8,547 73	\$17,095 62	\$25,643 35
Maintenance of Equipment:			
Repairs and renewals of Loco- motives.....	\$1,043 05	\$2,086 12	\$3,129 17
Repairs and renewals of Passen- ger Cars.....	452 73	905 47	1,358 20
Repairs and renewals of Freight Cars.....	581 35	1,162 71	1,744 06
Shop Machinery, Tools, etc.....	3 42	6 85	10 27
Total.....	\$2,080 55	\$4,161 15	\$6,241 70
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	\$1,504 43	\$3,008 88	\$4,513 31
Fuel for Locomotives.....	2,948 31	5,896 64	8,844 95
Water Supply for Locomotives..	240 35	480 71	721 06
Wages of other Trainmen.....	1,770 54	3,541 09	5,311 63
All other Train Supplies.....	179 20	358 66	537 86
Wages of Switchmen, Flagmen, and Watchmen.....	657 53	1,315 08	1,972 61
Expense of Telegraph, including Train Dispatchers and Oper- ators.....	192 66	385 34	578 00
Wages of Station Agents, Clerks and Laborers.....	1,866 77	3,735 45	5,602 22
Station Supplies.....	45 53	91 08	136 61
Car Mileage—Balance.....		1,975 24	1,975 24
Loss and Damage.....	26 15	52 31	78 46
Injuries to Persons.....	1 66	3 34	5 00
Hire of Locomotives.....	1,042 81	2,085 64	3,128 45
Total.....	\$10,475 94	\$22,929 46	\$33,405 40

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers.....	\$1,100 00	\$2,200 00	\$3,300 00
Salaries of Clerks.....	320 00	640 00	960 00
General Office Expenses and Supplies.....	156 55	313 12	469 67
Advertising.....	9 50	19 00	28 50
Rents for Tracks, Yards, and Terminals.....	71 66	143 34	215 00
Rents not otherwise provided for	66 64	133 28	199 92
Legal Expenses.....	83 51	167 03	250 54
Stationery and Printing.....	58 36	116 73	175 09
Other General Expenses.....	416 80	267 64	684 44
Total	\$2,283 02	\$4,000 14	\$6,283 16
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures.....	\$8,547 73	\$17,095 62	\$25,643 35
Maintenance of Equipment.....	2,080 55	4,161 15	6,241 70
Conducting Transportation.....	10,475 94	22,929 46	33,405 40
General Expenses.....	2,283 02	4,000 14	6,283 16
Grand Total.....	\$23,387 24	\$48,186 37	\$71,573 61
Percentage of Expenses to Earn- ings—Entire Line.....	.36	.74	110

RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of Property.	Situation of Property Leased.	Name of Company owning Property Leased.	Item.
Terminals:	Chatham, N. Y.	Mrs. A. Best.....	\$40 00
	Lebanon Springs...	Mrs. Clark.....	25 00
	Petersburgh Junction.....	Fitchburg Railroad...	120 00
	Bennington, Vt.....	Est. M. Robinson, dec'd.....	30 00
	Grand Total Rents.....		\$215 00

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893 Total.	Year Ending June 30, 1893.	
			Increase.	Decrease.
\$12,148 76	Cash and Current Assets...	\$11,064 25		\$1,084 51
3,691 80	Other Assets: Materials and Supplies...	3,934 10	\$242 30	
	Profit and Loss.....	18,139 98		
\$15,840 56	Grand Total.....	\$33,138 33		

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Liabilities.	June 30, 1893. Total.	Year Ending June 30, 1893.	
			Increase.	Decrease.
\$24,868 08	Current Liabilities.....	\$33,138 33	\$8,270 25	
\$24,868 08	Grand Total.....	\$33,138 33	\$8,270 25	

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF VERMONT.

National Express Company pays \$900 per annum for transportation of express matter.

United States Post Office Department pays \$3,596.64 per annum for transportation of mails.

EMPLOYES AND SALARIES—Entire Line.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	5	1,565	\$5,460 00	\$3.48881
General Office Clerks.....	2	626	1,080 00	1.72523
Station Agents (2 without pay)....	16	4,372	5,220 00	1.19396
Enginemen.....	3	1,009	2,823 79	2.79851
Firemen.....	4	1,046	1,803 69	1.72436
Conductors.....	3	1,013	2,446 46	2.41506
Other Trainmen.....	7	2,040	2,887 34	1.41536
Machinists.....	9	2,244	4,676 67	2.08407
Carpenters.....	3	637	1,373 01	2.15541
Other Shopmen.....	3	711	935 53	1.31579
Section Foremen.....	11	3,443	5,340 00	1.55097
Other Trackmen.....	33	8,924	9,850 65	1.10383
Switchmen, Flagmen, and Watch- men.....	4	1,230	1,125 39	.91495
Telegraph Operators and Dis- patchers.....	2	626	341 61	.54570
Total (Including "General Offi- cers").....	105	29,486	\$45,364 14	\$1.53849
Less "General Officers"....	5	1,565	5,460 00	3.48881
Total (Excluding "General Offi- cers").....	100	27,921	\$39,904 14	\$1.42910
Distribution of Above:				
General Administration.....	5	1,565	5,460 00	3.48881
Maintenance of Way and Struc- tures.....	47	13,004	16,563 66	1.27373
Maintenance of Equipment.....	12	2,955	5,612 20	1.89922
Conducting Transportation.....	41	11,962	17,728 28	1.48121
Total (Including "General Offi- cers").....	105	29,486	\$45,364 14	\$1.53849
Less "General Officers"....	5	1,565	5,460 00	3.48881
Total (Excluding "General Offi- cers").....	100	27,921	\$39,904 14	\$1.42910
Total (Including "General Offi- cers")—Entire Line.....	105	29,486	\$45,364 14	\$1.53849

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	73,968			
Number of passengers carried one mile.....	739,686			
Average distance carried.....	10			
Total passenger revenue.....		22,190	60	
Average amount received from each passenger.....			30	
Average receipts per passenger per mile.....			03	
Estimated cost of carrying each passenger one mile....			03	1.61
Total passenger earnings.....		26,687	24	
Passenger earnings per mile of road.....		467	36	6.23
Passenger earnings per train mile.....			35	3.08
Freight Traffic:				
Number of tons carried of freight earning revenue	40,050			
Number of tons carried one mile.....	1,390,922			
Average distance haul of one ton.....	32.52			
Total freight revenue.....		37,121	41	
Average amount received for each ton of freight.....			92	6.87
Average receipts per ton per mile.....			02	6.61
Estimated cost of carrying one ton one mile.....			03	4.64
Total freight earnings.....		37,121	41	
Freight earnings per mile of road.....		650	11	2.37
Freight earnings per train mile.....			1 02	2.40
Passenger and Freight:				
Passenger and freight revenue.....		59,312	01	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUe AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		1,038	73	9.05
Passenger and freight earn- ings.....		63,808	65	
Passenger and freight earn- ings per mile of road.....		1,117	48	9.49
Gross earnings from opera- tion.....		64,652	15	
Gross earnings from opera- tion per mile of road.....		1,132	26	1.82
Expenses.....		71,573	61	
Expenses per mile of road..		1,253	47	8.10
Train Mileage :				
Miles run by passenger trains.....	66,506			
Miles run by freight trains..	36,308			
Miles run by switching trains	9,240			
Total Mileage Trains Earning Revenue.....	112,054			
Grand Total Train Mile- age.....	112,054			
Average number of freight cars in train.....	12			
Average number of loaded cars in train.....	8			
Average number of empty cars in train.....	4			
Average number of tons of freight in train.....	63.94			
Average number of tons of freight in each loaded car.	7.99			

Switching trains included in "Total Mileage Trains Earning Revenue," the same having been run at Chatham, N. Y., and for the benefit of the Chatham Furnace Company during such portion of the year as it was in operation. Said train making 9,240 miles in that employment, and for which that company paid the sum of \$843.50.

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain		2,271	2,271	5.67
Flour		469	469	1.17
Other Agricultural Products.....	2,626		2,626	6.55
Products of Animals:				
Live Stock.....	827		827	2.06
Dressed Meats.....		820	820	2.05
Products of Mines:				
Anthracite Coal.....	}	13,484	13,484	33.66
Bituminous Coal.....				
Products of Forest:				
Lumber.....	10,141		10,141	25.33
Manufactures:				
Petroleum and other Oils.....		193	193	48
Iron, Pig and Bloom.....		325	325	82
Bar and Sheet Metal.....		216	216	53
Miscellaneous.....	2,972		2,972	7.42
Merchandise.....		1,935	1,935	4.84
Miscellaneous: Other commodi- ties not mentioned above.....	1,257	2,514	3,771	9.42
Total Tonnage--Entire Line.	17,823	22,227	40,050	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....}		2	2	Westinghouse		
Freight.....}		3		Air-brake,		
Leased.....						
Total Locomotives.....		5				
Cars in Passenger Service:						
First-class Passenger Cars.....		2		Westinghouse	2	Miller.
Combination Passenger Cars....		4		Air-brake,	2	"
Baggage, Express, and Postal Cars		1			1	"
Total.....		7			5	
Cars in Freight Service:						
Box Cars.....		11				
Grand Total Cars.....		18			5	Miller.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs		Iron.	Steel.
Miles of single track...	57.10		57.10	29.85	27.25
Miles of yard track and sidings	3.95		3.95	3.95	
Total Mileage Operated (all tracks)	61.05		61.05	33.80	27.25

II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line.	Branches and Spurs		Iron.	Steel.
New York.....	51.18		51.18	24.18	27.00
Vermont.....	5.92		5.92	5.67	.25
Total Mileage Owned (single track).....	57.10		57.10	29.85	27.25

RENEWALS OF RAILS AND TIES.

Kind.	NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
None.	None.	None.	None.	Oak and Chestnut.	18,000	.35
				Total.....	18,000	.35

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		Wood		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.			Cords.			
Passenger.....	1,589				1,589	66,506	47.78
Freight.....	908				908	36,308	50.01
Switching.....	234				234	9,240	48.48
Total.....	2,721				2,721	112,054	48.56

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.						
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and Uncoupling		1					1
Total		1					1

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.						
From	To	Miles.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
						Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
Chatham, N. Y....	Bennington, Vt.	57.10				8	1302.1		7	1,173	26.35
	Total...	57.10				8	1302.1		7	1,173	26.35

CHARACTERISTICS OF ROAD—Continued.

BRIDGES, TRESTLES, TUNNELS, ETC.

ANNUAL RETURNS.

797

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges :											
Iron.....	7	974		18	2	307	3	Overhead Highway Crossings :			
Wooden.....	12	479		31		68		Bridges.....	1	18	2
Total.....	19	1,453						Overhead Railway Crossings.....			None.
Trestles.....	7	1,103		50		687					

Gauge of Track : 4 feet, 8½ inches. 57.10 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Line.	Name of Operating Company.
57.10	57.10			57.10	57.10 Western Union Tel. Co.

CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars :

Michigan and Milwaukee Line, White Line, Erie Despatch, Merchants' Despatch Transportation Company, Canadian Southern Line, Blue Line, Red Line, R. W. and O. Line, Great Eastern Line, Midland Line, Western Despatch, Hoosac Tunnel Route, Grain Line, Soo Line, Northern and Central Vermont Line.

This report is made in full for the total operations of the Lebanon Springs Railroad, including all receipts and expenses in the States of Vermont and New York for the year ending June 30, 1893.

From a careful computation made by the officers under me of such receipts and expenditures, the percentage of gross receipts and disbursements on business originating and arising in the State of Vermont is about four (4%) per cent. of gross receipts, and the same of gross expenditures.

STATE OF VERMONT,)
County of Bennington.) ss :

I, the undersigned, William H. Hawkins, Auditor of the Lebanon Springs Railroad, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Railroad in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Railroad during the period for which said return is made.

WM. H. HAWKINS,

Auditor.

Subscribed and sworn to before me,
this 13th day of March, 1894.

C. H. MASON,

Notary Public.

ANNUAL REPORT
OF THE
MAINE CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: The Maine Central Railroad Company.

Date of organization: October 28th, 1862.

Organized under Laws of State of Maine:

Special acts of April 1, 1856; March 17, 1862; February 25, 1867; February 18, 1869; February 17, 1872; February 26, 1873; February 27, 1873; February 25, 1874; February 18, 1876; February 19, 1878; January 30, 1885; January 28, 1887; March 13, 1889; February 17, 1891.

A consolidated company:

Androscoggin and Kennebec Railroad Company; charter March 28, 1845.

Penobscot and Kennebec Railroad Company; charter April 5, 1845.

Portland and Kennebec Railroad Company. Formed by foreclosure of Kennebec and Portland Railroad and organized May 20, 1862.

Somerset and Kennebec Railroad Company; charter August 10, 1848.

Androscoggin Railroad Company; charter August 10, 1848.

Leeds and Farmington Railroad Company. Formed by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company; charter March 4, 1881.

European and North American Railway Company; charter August 20, 1850.

Eastern Maine Railroad Company. Formed by foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

Portland and Ogdensburg Railway. Formed by foreclosure of Portland and Ogdensburg Railroad Company and organized June 8, 1886.

Dexter and Newport Railroad Company; charter March 30, 1853.

Dexter and Piscataquis Railroad Company; charter October 24, 1888.

Belfast and Moosehead Lake Railroad Company; charter February 28, 1867.

Upper Coos Railroad Company; charter August 23, 1883.

Hereford Railway Company; charter June 23, 1887, and May 14, 1888.

Knox and Lincoln Railway; charter August 13, 1849.

Date and authority for each consolidation :

Androscoggin and Kennebec and Penobscot and Kennebec Railroads consolidated into Maine Central Railroad Company October 28, 1862.

Portland and Kennebec and Leeds and Farmington Railroads, merged November 16, 1874. Act of February 26, 1873.

Androscoggin Railroad, June 29, 1871. Lease for 999 years.

Maine Shore Line Railroad, January 28, 1887. Purchased by authority of special law of January 28, 1887.

European and North American Railway, April 1, 1882. Lease for 999 years.

Eastern Maine Railroad, May 1, 1883. Lease for 999 years.

Portland and Ogdensburg Railway, August 20, 1888. Lease for 999 years.

Dexter and Newport Railroad, December 13, 1888. Lease for 999 years.

Dexter and Piscataquis Railroad, December 10, 1888. Lease for 999 years.

Belfast and Moosehead Lake Railroad, May 10, 1871. Lease for 50 years.

Upper Coos Railroad, May 1, 1890. Lease for 999 years.

Hereford Railway, May 1, 1890. Lease for 999 years.

Knox and Lincoln Railway, July 20, 1891. Lease for 999 years.

Knox and Lincoln Railroad Company; chartered August 13, 1849. Sold to Penobscot Shore Line Railway, chartered March 2, 1889. Name of Penobscot Shore Line Railway changed by special law of Maine, January 21, 1891, to Knox and Lincoln Railway.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Arthur Sewall.....	Bath, Me.....	December 20, 1893.
Archibald A. McLeod..	Philadelphia, Pa.....	
Frank Jones.....	Portsmouth, N. H.....	
Sam'l C. Lawrence.....	Medford, Mass.....	
Joseph S. Ricker.....	Deering, Me.....	
Geo. M. Pullman.....	Chicago, Ill.....	
Charles A. Sinclair.....	Portsmouth, N. H.....	
William G. Davis.....	Portland, Me.....	
William T. Hart.....	Boston, Mass.....	
Thos. W. Hyde.....	Bath, Me.....	
Amos Paul.....	So. Newmarket, N. H..	
Payson Tucker.....	Portland, Me.....	
John Ware.....	Waterville, Me.....	
Franklin A. Wilson.....	Bangor, Me.....	
Francis W. Hill.....	Exeter, Me.....	

Date and authority for each consolidation :

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Dexter and Newport Railroad, December 13, 1888. Lease for 999 years.

Dexter and Piscataquis Railroad, December 10, 1888. Lease for 999 years.

Belfast and Moosehead Lake Railroad, May 10, 1871. Lease for 50 years.

Upper Coos Railroad, May 1, 1890. Lease for 999 years.

Hereford Railway, May 1, 1890. Lease for 999 years.

Knox and Lincoln Railway, July 20, 1891. Lease for 999 years.

Knox and Lincoln Railroad Company ; chartered August 13, 1849. Sold to Penobscot Shore Line Railway, chartered March 2, 1889. Name of Penobscot Shore Line Railway changed by special law of Maine, January 21, 1891, to Knox and Lincoln Railway.

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Geo. M. Pullman.....	Chicago, Ill.....	
Charles A. Sinclair.....	Portsmouth, N. H.....	
William G. Davis.....	Portland, Me.....	
William T. Hart.....	Boston, Mass.....	
Thos. W. Hyde	Bath, Me.....	
Amos Paul.....	So. Newmarket, N. H..	
Payson Tucker.....	Portland, Me.....	
John Ware.....	Waterville, Me.....	
Franklin A. Wilson.....	Bangor, Me.....	
Francis W. Hill.....	Exeter, Me.....	

Total number of stockholders at date of last election : 683.

Date of last meeting of stockholders for election of Directors : December 21, 1892.

Post-office address of general office : Portland, Me.

Post-office address of operating office : Portland, Me.

OFFICERS.

Chairman of the Board—Arthur Sewall, Portland, Me.

President—Arthur Sewall, Portland, Me.

First Vice-President—Payson Tucker, Portland, Me.

Secretary, Clerk of Corporation—Josiah H. Drummond, Portland, Me.

Treasurer—George W. York, Portland, Me.

Auditor—William W. Colby, Portland, Me.

General Manager—Payson Tucker, Portland, Me.

Chief Engineer—William A. Allen, Portland, Me.

Assistant Superintendent—Elton A. Hall, Portland, Me.

Division Superintendent—Jonas Hamilton, Portland, Me.

Division Superintendent—H. W. Waldron, Lancaster, N. H.

Division Superintendent—W. L. White, Bath, Me.

General Eastern Agent—George A. Alden, Waterville, Me.

Paymaster—Thomas P. Shaw, Portland, Me.

General Freight Agent—W. S. Eaton, Portland, Me.

General Passenger and Ticket Agent—F. E. Boothby, Portland, Me.

General Baggage Agent—H. H. Towle, Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Maine Central Railroad Co.....	Portland.....	Bangor.....	136.6	314.93
	Brunswick.....	Bath.....	8.9	
	Cumberland.....	Skowhegan.....	91.3	
	Leeds Junction.....	Farmington.....	36.4	
	Penobscot Junction.....	Mt. Desert Ferry.....	41.13	
	Crowleys.....	Lewiston.....	31.	
	Brunswick.....	Leeds Junction.....	26.2	
	Newport Junction.....	Dexter.....	14.23	
	Dexter.....	Dover and Foxcroft.....	16.54	
	Burnham.....	Belfast.....	33.13	
	Bangor.....	Vanceboro.....	114.3	
	Orono.....	Stillwater.....	3.01	
	Enfield.....	Montague.....	3.03	
	Bangor.....	Bucksport.....	18.8	499.53
	Portland.....	Lanenburg.....	109.1	
	Quebec Junction.....	Beecher Falls.....	55.	
	Beecher Falls.....	Lime Ridge.....	58.	
	Bath.....	Rockland.....	48.39	
	Total.....			813.76
Androscoggin Railroad Co.....				
Dexter & Newport Railroad Co.....				
Dexter & Piscataquis Railroad Co....				
Belfast & Moosehead Lake Railroad..				
European & No. American Railway..				
European & No. American Railway, Stillwater Branch.....				
European & No. American Railway, Enfield Branch.....				
Eastern Maine Railroad.....				
Portland & Ogdensburg Railway.....				
Upper Coos Railroad.....				
Hereford Railway.....				
Knox & Lincoln Railway.....				

PROPERTY OPERATED—*Continued.*

Name.	Character of Business.	Title. (Owned, Leased, Etc.)	State or Territory.
Bar Harbor Ferry.....	Steam Ferry.	Owned.	Maine.
Bath Ferry.....	Steam Ferry.	Leased.	Maine.

The Maine Central Railroad Company owns and operates as a part of its line, a steam ferry between Mount Desert Ferry Landing and Bar Harbor, $7\frac{1}{2}$ miles, and steam ferry between Bath and Woolwich, $10\frac{1}{2}$ miles, for transportation of passengers, freight, mails, and express.

Separate accounts of earnings and expenses of these ferries are not kept, but enter into the general accounts of the Company, the same as the earnings and expenses of its rail lines.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding	Dividends Declared During Year.	
					Rate.	Amount
Capital Stock: Common.....	100,000	\$100	\$10,000,000	\$4,974,700	3% Aug. 15, '92 1 1/2% Oct. 1, '92 1 1/2% Jan. 1, '93 1 1/2% April 1, '93	
Manner of Payment for Capital Stock.	Number of shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number of Shares Issued.	Total Cash Realized.	Remarks.	
Issued for Cash: Common.....	4,958	\$495,800	13,738	\$1,373,800	<i>Issued During Year:</i> For cash subscription, 4,958 shares. For A. & K. R. R. Stock, 10 shares.	
Issued for Consolidation	10		36,009			
Total.....	4,968	\$495,800	49,747	\$1,373,800		
Dividend No. 21, August 15, 1893, 3% on \$4,477,900.....					\$134,337 00	
22, October 1, 1893, 1 1/2% on \$4,478,900.....					67,183 50	
23, January 1, 1893, 1 1/2% on \$4,481,500.....					67,222 50	
24, April 1, 1893, 1 1/2% on \$4,481,500.....					67,222 50	
					\$235,965 50	

The amount of capital stock account on General Ledger is \$4,982,900. Of this amount \$8,200 has not been issued, being exchangeable for securities not yet presented, so that amount of stock on which dividends are payable is \$4,974,700.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds.....	\$12,064,700	\$10,435,800	\$643,108 21	\$654,910 49
Miscellaneous Obligations.....	1,108,000	1,108,000	59,150 00	59,442 50
Total.....	\$13,172,700	\$11,543,800	\$702,258 21	\$714,352 99

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$425,291 61
Bills Receivable {Notes for Land..... \$22,500}	132,500 00
{Loan to P. Mt. D. & M. S. S. Co 110,000}	
Due from Agents.....	92,740 33
Net Traffic Balances due from other Companies.....	86,727 20
Due from Solvent Companies and Individuals.....	84,112 81
Balance--Current Liabilities.....	370,460 27
Total.....	\$1,191,832 22

Current Liabilities Accrued to and Including June 30, 1893.

Loans and Bills Payable.....	\$445,500 00
Audited Vouchers and Accounts.....	447,291 76
Wages and Salaries.....	174,469 67
Dividends not Called for.....	10,501 04
Matured Interest Coupons unpaid (including Coupons due July 1).....	114,069 75
Total.....	\$1,191,832 22

Materials and Supplies on hand, \$724,953.23.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$4,974,700 00	\$4,974,700 00	314.23	\$15,831 40
Bonds.....	10,592,300 00	10,592,300 00	314.23	33,708 74
Current Liabilities.....	1,191,832 22	1,191,832 22	314.23	8,792 86
Total.....	\$16,758,832 22	\$16,758,832 22	314.23	\$53,333 00
From the grand total of bonds.....				\$11,543,800
is deducted the Bath loan to Androscooggin Railroad Company.....				\$8,500
The Bangor loan to E. & N. A. Railway.....				910,000
The Me. Cent. 40 yrs. E. & N. A. Railway bonds secured by mortgage of E. & N. A. Railway because the Androscooggin Railroad and E & N. Railway are operated under lease and not owned.....				38,000
				951,500
				\$10,592,300

RECAPITULATION.
 B. For Mileage Operated by Road making this report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Maine Central Railroad Co.....	\$4,974,700 00	\$10,592,300 00	\$1,191,832 22	\$16,758,832 22	314.23	\$53,333 00
European and No. American Railway	Not known.	948,000 00	Not known.	948,000 00	55.00	17,236 36
Androscoggin Railroad.....	Not known.	3,500 00	"	3,500 00	31.00	112 90
Portland and Ogdensburg Railway.....	4,393,628 00	2,119,000 00	"	6,511,628 00	109.10	59,685 13
Dexter and Piscataquis Railroad.....	Not known.	175,000 00	"	175,000 00	16.54	10,580 41
Upper Coös Railroad.....	350,000 00	916,000 00	"	1,266,000 00	55.00	23,018 18
Hereford Railway.....	800,000 00	800,000 00	"	1,600,000 00	53.00	30,188 68
Dexter and Newport Railroad.....	122,000 00	175,000 00	"	297,000 00	14.33	20,871 39
Belfast and Moosehead Lake Railroad	Not known.	Not known.	"	"	33.13	"
Eastern Maine Railroad.....	Not known.	Not known.	"	"	18.80	"
Knox and Lincoln Railway.....	200,000 00	1,413,000 00	"	1,613,000 00	48.39	33,333 33
Total carried forward.....	\$10,839,328 00	\$17,141,800 00	\$1,191,832 22	\$29,173,960 22	748.42	\$38,979 40
Portion of E. & N. A. Railway not covered by Bonds.....					65.34	
Total Mileage.....					813.76	

The Maine Central 40 yrs. E. & N. A. bonds..... \$38,000
 are secured by mortgage of the E. & N. A. Railway between Bangor and Winn and are therefore
 added to the bonds of the E. & N. A. Railway..... 910,000
 to get the total of..... 948,000
 used against E. & N. A. Railway in "Funded Debt" column of Table "B."

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year, Charged to Construction or Equipment.	Total Cost to June 30, 1893.	Total Cost to June 30, 1893.	Cost per Mile.
Construction:				
Right of Way.....	\$4,127 00			
Other Real Estate.....	18,498 00			
Fences.....	60 00			
Grading and Bridge and Culvert Masonry.....	103,259 82			
Bridges and Trestles.....	18,994 44			
Rails.....	23,957 18			
Ties.....	2,873 12			
Other Superstructure.....	8,979 06			
Buildings, Furniture and Fixtures.....	14,661 90			
Shop Machinery and Tools.....	1,565 11			
Total Construction.....	\$196,975 63	\$11,779,043 95	\$11,976,019 58	\$38,112 37
Equipment:				
Total Equipment.....		\$2,119,801 36	\$2,119,801 36	\$6,746 02
Total Cost Construction, Equipment, Etc....	\$196,975 63	\$13,898,845 31	\$14,095,820 94	\$44,858 29

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$5,059,234 59	
Less Operating Expenses.....	3,223,429 12	
		\$1,835,805 47
Income from Operation.....		
Dividends on Stocks owned.....	\$16,265 60	
Interest on Bonds owned.....	5,820 00	
Miscellaneous Income—less Expenses....	14,094 74	
		\$36,180 34
Income from Other Sources.....		
		\$1,871,985 81
Total Income.....		
Deductions from Income:		
Interest on Funded Debt accrued....	\$702,258 21	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for.....	15,875 28	
Rents.....	596,504 46	
Taxes.....	86,759 66	
		1,401 397 61
Total Deductions from Income.....		
		\$470,588 20
Net Income.....		
Dividends, $7\frac{1}{2}$ per cent, Common Stock....	\$335,965 50	
		\$335,965 50
Total.....		
Surplus from Operations of Year ending June 30, 1893.....		\$134,622 70
Surplus on June 30, 1892.....		683,131 71
		\$817,754 41
Additions for Year.....	\$81,020 34	
Deductions for Year.....	187,765 72	106,745 38
		\$711,009 03
Surplus on June 30, 1893.....		

ADDITIONS FOR YEAR.

Premium on Bonds sold.....	\$2,796 25
Interest on Sinking Funds.....	18,453 79
Sundry Accounts.....	505 30
Sale of Wild Land.....	40,405 00
Increase in value of St. John Bridge Stock.....	18,860 00
	\$81,020 34

DEDUCTIONS FOR YEAR.

Commissions for sale of Bonds.....	\$906 45
Premium and Interest on Bonds purchased for Sinking Funds	19,147 49
Sundry Accounts.....	2,711 78
Transferred to Equipment Fund.....	125,000 00
Transferred to Injury Fund.....	40,000 00
	\$187,765 72

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue			\$2,075,498 01
Total Passenger Revenue.			\$2,075,498 01
Mail.....	\$138,269 65		
Express.....	74,200 00		
Extra Baggage and Storage..	18,018 18		230,482 78
Total Passenger Earnings.			\$2,305,980 79
Freight:			
Freight Revenue	\$2,729,453 80		
Total Freight Revenue....			\$2,729,453 80
Total Freight Earnings....			\$2,729,453 80
Total Passenger and Freight Earnings.....			\$5,035,434 59
Other Earnings from Operation:			
Rents from Tracks, Yards, and Terminals.....	\$23,800 00		
Total other Earnings.....			\$23,800 00
Total Gross Earnings from Operation—Entire Line.			\$5,059,234 59

STOCKS OWNED

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Portland & Rochester R. R. Co....	\$4,700	6%	\$282 00	\$4,700 00
Portland & Ogdensburg Ry.....	198,180	2%	3,963 60	79,272 00
Dexter & Piscataquis R. R. Co....	17,000	6%	1,020 00	17,000 00
Portland, Mt. Desert & Machias S. S. Co.....	110,000			121,000 00
Portland Union Railway Station..	25,000			25,000 00
Sebasticook & Moosehead R. R....	8,000			8,000 00
St. John Bridge.....	20,000	5%	1,000 00	20,000 00
Northern Maine R. R. Co.....	25,000			27,503 97
Knox & Lincoln Ry.....	200,000	5%	10,000 00	200,000 00
Phillips & Rangeley R. R. Co....	25,000			25,000 00
Total.....	\$632,880		\$16,265 60	\$527,475 97

BONDS OWNED.

Name.	Total Par Value	Rate.	Income or Dividend Received.	Valuation.
Penobscot Shore Line R. R. Bonds	\$138,000	4%	\$5,820	\$138,000

\$148,000 Penobscot Shore Line Railroad Bonds owned July 1, 1892,
interest payable August 1st and February 1st.

\$5,000 of same sold July 19, 1892.

\$5,000 of same sold February 15, 1893.

INTEREST RECEIVED.

4% on \$143,000.....	\$5,720
Accrued interest on 10,000 sold.....	100
Total.....	\$5,820

RENTALS RECEIVED.

Situation of Property Leased.	Name of Company Using Property Leased.	Total.
Tracks : Mattawamkeag to Vanceboro.	Canadian Pacific Railway.	\$23,800
Grand Total Rents Received		\$23,800

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Rents and Wharfage.....	\$14,094 74	\$14,094 74
Total.....		\$14,094 74

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$234,474 61	\$213,851 60	\$448,326 21
Renewals of Rails.....	12,398 87	11,308 33	23,707 20
Renewals of Ties.....	19,473 99	17,761 18	37,235 17
Repairs of Bridges and Culverts.	33,505 41	30,558 48	64,063 89
Repairs of Fences, Road-crossings, Signs, and Cattle-guards.	29,133 25	26,570 86	55,704 11
Repairs of Buildings.....	65,191 82	59,457 94	124,649 76
Repairs of Docks and Wharves..	3,920 17	3,575 37	7,495 54
Other Expenses.....	6,045 22	5,513 51	11,558 73
Total.....	\$404,143 34	\$368,597 27	\$772,740 61
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	134,356 87	122,539 63	256,896 50
Repairs and renewals of Passenger Cars.....	124,699 67		124,699 67
Repairs and renewals of Freight Cars.....		169,278 70	169,278 70
Shop Machinery, Tools, etc....	8,771 21	14,380 22	23,151 43
Other Expenses.....	23,114 81	12,546 36	35,661 17
Total.....	\$290,942 56	\$318,744 91	\$609,687 47
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	127,150 69	150,348 65	277,499 34
Fuel for Locomotives.....	164,847 02	229,053 90	393,900 92
Water-supply for Locomotives..	9,272 74	8,457 16	17,729 90
All other supplies for Locomotives.....	9,923 77	9,050 93	18,974 70
Wages of other Trainmen.....	93,643 62	118,215 15	211,858 77
All other train supplies.....	23,610 74	24,258 95	47,869 69
Wages of Switchmen, Flagmen, and Watchmen.....	48,446 01	44,184 98	92,630 99

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Expense of Telegraph, including Train Dispatchers and Opera- tors.....	\$26,994 85	\$24,620 54	\$51,615 39
Wages of Station Agents, Clerks and Laborers	86,651 95	142,641 60	229,293 55
Station Supplies.....	48,655 23	20,434 10	69,089 33
Car Mileage—Balance.....	22,067 39	83,596 06	105,663 45
Loss and Damage.....	484 80	2,933 51	3,418 31
Injuries to Persons.....	20,892 15	19,054 59	39,946 74
Barges, Floats, Tugs, Ferry- boats, expenses of, including Wages, Fuel and Supplies.....	26,850 83	24,489 19	51,340 02
Other Expenses.....	17,587 11	27,127 87	44,714 98
Total.....	\$727,078 90	\$928,467 18	\$1,655,400 08
General Expenses:			
Salaries of Officers.....	37,727 51	40,323 20	78,049 71
Salaries of Clerks.....			
General Office Expenses and Supplies.....	8,889 35	8,306 36	17,195 71
Agencies, including Salaries and Rent.....	3,271 33		3,271 33
Advertising.....	19,273 12	556 01	19,829 13
Commissions.....	890 45		890 45
Insurance.....	4,746 22	4,328 78	9,075 00
Legal Expenses.....	8,617 09	7,859 19	16,476 28
Stationery and Printing.....	12,114 42	5,349 86	17,464 28
Other General Expenses.....	12,135 21	11,067 86	23,203 07
Total.....	\$107,664 70	\$77,790 26	\$185,454 96
Recapitulation of Expenses:			
Maintenance of Way and Struc- tures.....	404,143 34	368,597 27	772,740 61
Maintenance of Equipment.....	290,942 56	318,744 91	609,687 47
Conducting Transportation.....	727,078 90	928,467 18	1,655,546 08
General Expenses.....	107,664 70	77,790 26	185,454 96
Grand Total.....	\$1,529,829 50	\$1,693,599 62	\$3,223,429 12
Percentage of Expenses to Earnings.....	.66	.62	.637

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
European and North American Railway.....			\$125,500	\$125,500 00
Belfast and Moosehead Lake Railroad.....			36,000	36,000 00
Dexter and Newport Rail- road.....			18,000	18,000 00
Eastern Maine Railroad..			9,500	9,500 00
Portland and Ogdensburg Railway.....	\$113,950 00	\$87,852 56	500	202,302 56
Dexter and Piscataquis Railroad.....	7,000 00		6,350	13,350 00
Upper Coos Railroad.....	39,185 00	21,000 00	500	60,685 00
Hereford Railway.....	32,000 00	32,000 00	500	64,500 00
Knox and Lincoln Rail- way.....	56,466 90	10,000 00	200	66,666 90
Total Rents.....	\$248,601 90	\$150,852 56	\$197,050	\$596,504 46

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1892.		Assets.	June 30, 1893.		Year End- ing June 30, 1893. Increase.
Item.	Total.		Item.	Total.	
	565,780 57	Cash and Current Assets.....	821,371 95	930,102 42	
		Other Assets:	108,730 47		
523,330 10		Materials and Supplies.....	724,953 28	962,208 84	
216,690 42	740,020 53	Sinking Fund.....	237,255 61		
	\$23,307,161 66	Grand Total.....		\$24,282,418 64	\$975,256 98

DECREASE.

\$24,166 90 bonds owned.
 40,556 50 Dexter & Piscataquis Improvement transferred to account Dexter & Piscataquis Lease.
 35,247 90 Coös & Hereford Improvement transferred to account Coös Lease and Hereford Lease.
 177,007 59 Knox & Lincoln Improvement transferred to account Knox & Lincoln Lease.
 838 67 Camden Extension transferred to account Profit and Loss.

\$277,817 56

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1892.		Liabilities.	June 30, 1893.		Year End- ing June 30, 1893. Increase.
Item.	Total.		Item.	Total.	
\$144,181 87	\$4,487,100 00	Capital Stock.....	\$144,131 91		
108,986 01	11,597,500 00	Funded Debt.....	100,753 48		
11,000 00	896,270 57	Current Liabilities.....	11,000 00		
8,992 00		Accrued Interest on Funded Debt not yet payable.....	8,992 00		
800,000 00		Accd. Rent not yet payable.....	800,000 00		
1,319,000 00		And. & Ken. R. R. Stock Bonds.....	1,319,000 00		
175,000 00		Me. Cent. Int. Scrip.....	175,000 00		
800,000 00		Port. & Og. Ry. Bonds, 6%.....	800,000 00		
350,000 00		Port. & Og. Ry. Bonds, 5%.....	350,000 00		
547,000 00		Dexter & Piscat. R. R. Bonds, 5%.....	566,000 00		
1,300,000 00		Hereford Ry. Bonds, 5%.....	1,300,000 00		
		Upper Coös R. R. Bonds, 5%.....	113,000 00		
		Upper Coös Extension Bonds, 5%.....	125,000 00		
		Penobscot & Shore Line R. R. Bonds, 5%.....	40,000 00		
79,000 00	5,643,159 38	Knox & Lincoln Ry. Bonds, 5%.....			
		Equipment Fund.....			
		Injury Fund.....			
	683,131 71	Profit and Loss.....			
		Grand Total.....		\$24,982,418 64	\$975,256 98
	\$23,307,161 66			\$5,852,877 39	
				711,009 03	

SECURITY FOR FUNDED DEBT.

Class of Bond of Obligation.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From	To			
Androscoggin and Kennebec Railroad Bonds.....	Danville Junction..	Waterville,	54.6	\$65 90	None.
Bath Loan to Androscoggin Railroad.....	Brunswick	Leeds Junction, } Crowleys	31.	112 90	"
Bangor Loan to E. & N. A. Ry.....	Bangor.....	Winn, .	55.	17,236 36	"
Maine Central 40 year E. & N. A. Railway Bonds.....	Portland.....	Augusta, } Brunswick	72.	16,204 17	"
Leeds and Farmington Railroad Bonds.. ..	Leeds Junction.....	Farmington,	36.4	17,390 10	"
Maine Central 7% Loan.....	Danville Junction..	Bangor,	109.5	6,911 42	"
Maine Central Extension Bonds....	Danville Junction..	Cumberland Junc., } Portland.....	18.3	27,181 14	"
Maine Central Consols.....	Brunswick	Bath,	304.01	18,771 42	All Equipment of Maine Central Railroad.
Me. Central Collateral Trust Bonds} Maine Shore Line Bonds.....	Cumberland	Skowhegan,	41.13	17,529 78	None.
	Leeds Junction....	Farmington,			
	Penobscot Junction..	Mt. Desert Ferry,			

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compen- sation.
General Officers.....	14	4,382	\$38,846 39	\$8 86
General Office Clerks.....	74	22,185	54,012 96	2 43
Station Agents.....	207	64,743	128,874 87	1 99
Other Station Men.....	182	55,355	94,115 04	1 70
Enginemen.....	158	49,057	152,527 06	3 11
Firemen.....	159	51,007	99,430 37	1 95
Conductors.....	102	31,128	83,852 88	2 69
Other Trainmen.....	256	72,718	128,519 41	1 77
Machinists.....	68	24,758	50,382 75	2 04
Carpenters.....	148	48,715	89,735 11	1 84
Other Shopmen.....	94	32,043	55,141 08	1 72
Section Foremen.....	177	50,568	87,261 30	1 72
Other Trackmen.....	777	192,071	250,980 65	1 31
Switchmen, Flagmen, and Watchmen.....	253	81,562	114,845 48	1 40
Telegraph Operators and Dispatchers.....	53	15,379	25,512 49	1 66
Employees—account Floating Equipment.....	37	9,911	20,656 42	2 08
All other Employees and La- borers.....	654	197,174	292,142 30	1 48
Master Mechanic, Foremen, and Clerks in Shop.....	22	7,150	23,818 35	3 33
Total (Including "General Officers").....	3,435	1,009,906	\$1,790,644 81	\$1 77
Less "General Officers"	14	4,382	38,846 39	8 86
Total (Excluding "General Officers").....	3,421	1,005,524	\$1,751,798 42	\$1 74

EMPLOYES AND SALARIES—*Continued.*

Class.	Number.	Total. Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Distribution of Above:				
General Administration...	88	26,567	\$92,859 35	\$3 50
Maintenance of Way and Structures.....	1,290	350,931	531,616 07	1 51
Maintenance of Equip- ment.....	362	103,597	177,097 07	1 71
Conducting Transporta- tion.....	1,695	528,811	989,072 32	1 87
Total (Including "General Officers").....	3,435	1,009,906	\$1,790,644 81	\$1 77
Less "General Officers"	14	4,382	38,846 39	8 86
Total (Including "General Officers")—Entire Line..	3,421	1,005,524	\$1,751,798 42	\$1 74

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers car- ried earning revenue.....	2,317,689			
Number of passengers car- ried one mile.....	89,190,106			
Average distance carried. ..	38.48			
Total passenger revenue....		2,075,498	01	
Average amount received from each passenger.....			89	5.5
Average receipts per passen- ger per mile			2	3.27
Estimated cost of carrying each passenger one mile..			1	7.15
Total passenger earnings....		2,305,980	79	
Passenger earnings per mile of road.....		2,833	73	5.73
Passenger earnings per train mile.....		1	33	7.81
Freight Traffic:				
Number of tons carried of freight earning revenue..	2,238,851			
Number of tons carried one mile	176,136,542			
Average distance haul of one ton.....	78.67			
Total freight revenue.....		2,729,453	80	
Average amount received for each ton of freight....		1	21	9.13
Average receipts per ton per mile.....			1	5.49
Estimated cost of carrying one ton one mile.				9.61
Total freight earnings.....		2,729,453	80	
Freight earnings per mile of road.....		3,354	12	6.27
Freight earnings per train mile.....		1	73	5.43
Passenger and Freight:				
Passenger and freight reve- nue.....		4,804,951	81	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		5,904	63	0.12
Passenger and freight earnings per mile of road.....		5,035,434	59	
Gross earnings from operation per mile of road.....		6,187	86	2.01
Gross earnings from operation per train mile.....		5,059,234	59	
Gross earnings from operation per mile of road.....		6,217	10	8.96
Gross earnings from operation per train mile.....		1	53	4.73
Expenses.....		3,223,429	12	
Expenses per mile of road....		3,961	15	4.54
Train Mileage:				
Miles run by passenger trains.	1,723,702			
Miles run by freight trains...	1,572,778			
Total Mileage Trains Earning Revenue.....	3,296,480			
Miles run by switching trains.	1,071,181			
Miles run by construction and other trains.....	272,512			
Grand Total Train Mile- age.....	4,640,173			

Miles run by switching trains: Engineers report the number of hours worked, and six (6) miles an hour is allowed for switching trains.

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and Other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain.....	13,238	197,426	210,664	9.45
Flour.....	4,317	94,294	98,611	4.40
Other Mill Products....	11,384	27,640	39,024	1.74
Hay.....	55,290	4,755	60,045	2.68
Tobacco.....	762	426	1,188	.05
Cotton.....		12,615	12,615	.56
Fruit and Vegetables	39,543	40,189	79,732	3.56
Products of Animals:				
Live Stock.....	12,036	6,047	18,083	.81
Dressed Meats.....	7,918	7,657	15,575	.70
Other Packing-house Pro- ducts....	4,598	4,100	8,698	.39
Poultry, Game and Fish..	3,487	2,481	5,968	.26
Wool.....	5,105	6,221	11,326	.51
Hides and Leather.....	11,148	8,231	19,379	.87
Products of Mines:				
Anthracite Coal.....	69,586	99,061	168,647	7.53
Bituminous Coal.....	3,130	19,637	22,767	1.02
Ores.....	2,186	8,902	11,088	.50
Stone, Sand, and other like articles....	87,620	14,878	102,498	4.58
Products of Forest:				
Lumber.....	508,824	93,544	602,368	26.91
Manufactures:				
Petroleum and other Oils	20,093	8,913	29,006	1.30
Sugar.....	7,546	8,766	16,312	.73
Naval Stores.....	336	277	613	.02
Iron, Pig and Bloom.....	2,816	5,538	8,354	.37
Iron and Steel Rails.....		4,638	4,638	.21
Other Castings and Ma- chinery.....	7,373	8,780	16,153	.72
Bar and Sheet Metal.....	5,782	3,396	9,178	.40

FREIGHT TRAFFIC MOVEMENT—*Continued.*

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE	
			Whole Tons.	Per Cent.
Cement, Brick, and Lime	43,908	25,116	69,024	3.08
Agricultural Imple- ments	3,321	2,842	6,163	.27
Wagons, Carriages, Tools, etc.....	4,862	4,652	9,514	.42
Wines, Liquors, and Beers.....	994	2,474	3,468	.15
Household Goods and Furniture.....	7,952	2,450	10,402	.46
Merchandise.....	184,433	42,410	226,843	10.13
Miscellaneous: Other com- modities not mentioned above.....	258,500	82,407	340,907	15.22
Total Tonnage—Entire Line.....	1,388,088	850,763	2,238,851	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	2	63	63	47 Westinghouse, 16 New York.		
Freight.....	5	67	27	24 Westinghouse, 3 New York.		
Switching.....	2	25	4	4 Westinghouse.		
Total Locomotives.....	9	155	94			
Cars in Passenger Service:						
First-class Passenger Cars.....	3	123	123	Westinghouse.	122	Miller.
Second-class Passenger Cars.....		4	4	"	4	"
Combination Passenger Cars.....	1	14	14	"	14	"
Emigrant Cars.....	6	6	6	"	6	"
Baggage, Express and Postal Cars...	4	59	59	"	59	"
Other Cars in Passenger service.....		5	5	"	5	"
Total.....	14	210	210		210	

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Freight Service:						
Box Cars.....	233	931				
Flat Cars.....		1,804				
Stock Cars.....	100	80				
Coal Cars.....	1	250				
Refrigerator Cars.....		15				
Total.....	334	3,080				
Cars in Company's Service:						
Gravel Cars.....		70				
Derrick Cars.....		8				
Caboose Cars.....	27	56				
Other Road Cars.....		146				
Total.....	27	280				
Cars contributed to Fast Freight Line Service:						
Total Cars Owned.....	375	3,620	210		210	
Grand Total Cars.....	375	3,620	210		210	

EXPLANATORY REMARKS.

Only the net increase of equipment in any class is entered in column,
 "Number added during year."

Locomotives and cars replacing others destroyed, lost, or transferred
 to other classes are not treated as additions.

Reductions in following classes have been made during year :

1 second-class passenger car transferred.

1 other passenger car transferred.

74 box freight cars destroyed, lost, and transferred.

6 stock cars destroyed.

1 derrick car destroyed.

4 caboose cars destroyed, and transferred.

RECAPITULATION.

Cars—Total June 30, 1892.....	3,332
Added during year.....	375
	3,707
Destroyed, lost, and transferred.....	87
Total cars June 30, 1893.....	3,620

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
Miles of single track...	314.23	499.53	813.76	33.04	780.72
Miles of second track..	22.6		22.6		22.6
Miles of yard track and sidings.....	110.21	95.29	205.50	133.11	72.39
Total Mileage Operated (all tracks)..	447.04	594.82	1,041.86	166.15	875.71

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.	
				Iron.	Steel.
Maine.....	314.23	333.53	647.76	33.04	614.72
New Hampshire.....		99.15	99.15		99.15
Vermont.....		13.85	13.85		13.85
Dominion of Canada...		53.00	53.00		53.
Total Mileage Operated (single track)	314.23	499.53	813.76	33.04	780.72

Mileage Owned by Road Making this Report: Maine, 314.23 miles; steel rails. Total Mileage Owned (single track), 314.23.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distribut- ing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel:	1,055,234 3	67 lbs.	\$32 75	Cedar.....	81,836	22 cents.
"				Hemlock.....	51,909	18 "
				Hackmatack.....	10,771	20 "
Total Steel....	1,055,234 3	67 lbs.	\$32 75	Total.....	144,516	20 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed —Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger		51,444 ¹²⁰⁰		232	51,530 ¹⁵⁰⁰	1,770,397	58.25
Freight.....		50,946 ⁶⁰⁰		236 ¹	51,064 ¹¹⁰⁰	1,553,575	65.74
Switching.....		22,000 ¹⁷⁰⁰		76 ¹	22,099 ⁵⁷⁵	1,075,032	41.11
Construction		5,254 ¹¹⁰⁰		11 ¹	5,260 ⁴⁷⁵	265,844	39.57
Total.....		129,706 ⁵⁰⁰		556 ³	129,984 ¹⁶⁵⁰	4,664,848	55.73
Average Cost at dis- tributing point..		\$3 21		3	\$3 22		

ACCIDENTS TO PERSONS.

EMPLOYEES.

Kind of Accident.	EMPLOYEES.					
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....	1	1		2		3
Falling from Trains and Engines.		1				1
Other Train Accidents.....					2	2
At Stations.....	1					1
Other Causes.....						
Total.....	2	2		2	2	6

OTHERS.

Kind of Accident.	OTHERS.					
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At Highway Crossings.....					1	1
At Stations.....		3	8			8
Other Causes.....			8		1	
Total.....		3	8		1	9

OTHER TRAIN ACCIDENTS TO EMPLOYEES.

Engineer had arm broken by breaking of parallel rod on engine.

Other Causes—Employees :

Flagman caught by train and dragged into bridge.

Other Causes—Others not Employees :

Six persons killed walking on track.

Two persons killed jumping from moving trains—trespassers, stealing rides.

CHARACTERISTICS OF ROAD.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges:								Overhead Highway Crossings:			
Iron.....	123	16,670	5	25		913	2	Bridges.....	36	14	6
Wooden.....	49	7,990	9	25		1,919	9	Total.....	36		
Combination, (part of spans wood and part of spans iron)	6	4,325	1	257		1,661					
Total.....	178	28,986	3					Overhead Railway Crossings:			
Trestles:								Bridges.....	1	15	6
Wood.....	32	10,080	2	21		3,525		Total.....	1		
Iron.....	1	517	6	517		517	6				

Gauge of Track: 4 feet, 8½ inches. 314.23 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.
165.23	177.23			165.23	177.23
					Western Union Telegraph Company.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
714.37	2,965.33	Western Union Telegraph Company.	Western Union Telegraph Company.

The telegraph lines owned by railroad companies whose property is leased to the Maine Central Railroad Company, have been entered in Table "A" under "Telegraph" as owned.

Maine Central Railroad Company.....	33.13	33.13
Portland & Ogdensburg Railway.....	59. 8	59. 8
Upper Coös Railroad.....	9. 8	9. 8
Hereford Railway.....	53.	53.
Knox and Lincoln.....	10.	22.
	<u>165.23</u>	<u>177.23</u>

The Western Union Telegraph Company operates all the lines on the Maine Central system, the railroad company having the use of the wires necessary for its railroad business.

Trestle approaches to bridges are included under Bridges, the bridge and its trestle approach being counted as one bridge. Thus, the bridge of "Maximum Length" is composed of 270 feet of bridge and 1,649.9 feet of trestle.

Under "Trestle" are stated only structures which are solely of trestle work, and such are not included under item of "Bridges."

The Overhead Railway Crossing is at Bangor, where the track of the Mt. Desert Branch of the Maine Central Railroad crosses the European and North American Railway, which is leased to the Maine Central Railroad Company.

CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

American Refrigerator Transportation Company.
 Armour Refrigerator Line.
 Arms Palace Horse Car Company.
 Blue Line.
 Burton Stock Car Company.
 Canadian Pacific Despatch.
 Canada Southern Line.
 Canada Cattle Car Company.
 Central Equipment Company.
 Chicago Refrigerator Car Company.
 Cold Blast Transportation Company.
 Consol. Rolling Stock Company.
 Cudahy Refrigerator Line.
 Cutting Car Company.
 Eastman Freight Car Heater Company.
 Eastern Rolling Stock Company.
 Empire Line.
 Erie Despatch Line.
 Eureka Transportation Company.
 Excelsior Palace Horse Car Company.
 Fairfield Chemical Company.
 Fall Brook Coal Co.
 Fall Mountain Paper Company.
 Frost Proof Car Company.
 Genessee Oil Works.
 Great Eastern Line.
 Grossman Palace Horse Car Company.
 Hall Granite Company.
 Hammond Refrigerator Line.
 Iron Car Express Coal Line.
 J. E. B. Furniture Car Line.
 Kanawha Despatch Line.
 Kansas City Dressed Beef Line.
 Keystone Palace Horse Car Company.
 Libby, McNeil & Libby Refrigerator Line.
 Lipton Express Refrigerator Line.
 Manhattan Oil Company.
 Merchants' Despatch Line.
 Mich. Salt Line Co. Loan Co.
 Midland Line.
 Morris Refrigerator Line.
 National Despatch Line.
 New England Car Company.
 Nickel Plate Line.
 North West Despatch Fast Freight Line Company.
 Peavy Grain Line.
 Portland Kerosene Oil Company.
 Provision Dealers Despatch.
 Red Line.
 Rend, W. P. & Co.

Samuel Cnpples Wooden Ware Company.
 Shawnee Oil Company.
 Sioux City Dressed Beef Refrigerator Line.
 Southern Despatch Lumber Line.
 Southern Iron Car Line.
 Street's Stable Car Line.
 Swift Refrigerator Line.
 Tropical Transportation Company.
 Union Line.
 Union Tank Line.
 Union Refrigerator Transportation Company.
 Vandalia Line.
 Vannah, Chute & Company.
 White Line.
 White Star Transportation Company.

STATE OF MAINE, }
 County of Cumberland. } ss:

We, the undersigned, Payson Tucker, Vice-President, and Geo. W. York, Treasurer, of the Maine Central Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

PAYSON TUCKER,

Vice-President.

GEO. W. YORK,

Treasurer.

Subscribed and sworn to before me
 this 22d day of November, 1893.

HORACE G. PARKMAN,

Justice of the Peace.

ANNUAL REPORT
OF THE TRUSTEES FOR THE BONDHOLDERS OF THE
SOUTH EASTERN RAILWAY COMPANY,

LESSEES OF THE

NEWPORT AND RICHFORD RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: South Eastern Railway Company, Lessees of the Newport and Richford Railroad.

Date of organization: Newport and Richford Railroad, December 9, 1890.

Organized under the Laws of the State of Vermont.

The Newport and Richford Railroad is a re-organized company. The original company was named the Missisquoi and Clyde Rivers Railroad Company, and was reorganized under General Statutes of the State of Vermont.

Carrier operating the road of this company: Canadian Pacific Railway Company, for account of Trustees of Bondholders of the South Eastern Railway Company, lessees.

ORGANIZATION.

TRUSTEES FOR THE BONDHOLDERS OF THE SOUTH EASTERN RAILWAY
COMPANY.

Mr. Wm. C. Van Horne, Montreal, P. Q.

Mr. Wm. Farwell, Sherbrooke, P. Q.

NEWPORT AND RICHFORD RAILROAD.

Emmons Raymond, Cambridge, Mass.

Amos Barnes, Boston, Mass.

J. L. Edwards, Newport, Vt.

H. E. Folsom, Lyndonville, Vt.

Total number of stockholders at date of last election: (Newport and Richford Railroad Company), 6.

Post-office address of general office: Lyndonville, Vt.

Post-office address of operating office: Montreal, P. Q.

OFFICERS.

NEWPORT AND RICHFORD RAILWAY.

Chairman of the Board—Emmons Raymond, Boston, Mass.

President—Emmons Raymond, Boston, Mass.

Secretary and Treasurer—H. E. Folsom, Lyndonville, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Newport & Richford Railroad.....	That portion of the line between Boundary line, near Richford, and Newport, situated in the State of Vermont.		21	21
			21	21
	Total Mileage Operated.....			

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock:						
Common.....	70,000 00	\$50 00	\$350,000 00	\$350,000 00		
Total	70,000 00	\$50 00	\$350,000 00	\$350,000 00		

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Reorganization—Common: Total number shares issued, 70,000. Total cash realized, \$350,000.00.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Matured During Year.
First Mortgage Bonds.....	1881 1911		\$350,000	\$350,000	\$350,000	\$350,000	5%	Jan. and July..	\$17,500	\$17,500
Grand Total.....			\$350,000	\$350,000	\$350,000	\$350,000			\$17,500	\$17,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds...	\$350,000 00	\$350,000 00	\$17,500 00	\$17,500 00
Total.....	\$350,000 00	\$350,000 00	\$17,500 00	\$17,500 00

CURRENT ASSETS AND LIABILITIES.

Liabilities assumed by the South Eastern Railway.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$350,000 00	\$350,000 00	21	\$16,666 66
Bonds.....	350,000 00	350,000 00	21	16,666 67
Total.....	\$700,000 00	\$700,000 00	21	\$33,333 33

RECAPITULATION—*Continued.*

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Newport and Richford Railroad.....	\$350,000	\$350,000	\$700,000	21	\$33,333 33
Total.....	\$350,000	\$350,000	\$700,000	21	\$33,333 33

Newport and Richford Railroad operated by the Canadian Pacific Railway Company for and on account of the trustees of the bondholders of the South Eastern Railway Company.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during Year. Included in Operating Expenses.
Construction:	
Grading and Bridge and Culvert Masonry.....	\$18,539 63
Bridges and Trestles.....	17,108 55
Rails.....	33,529 44
Buildings, Furniture and Fixtures.....	271 83
Total Construction.....	\$69,449 45

The Trustees for the Bondholders of the South Eastern Railway have no information relative to the cost of the Newport and Richford Railroad.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$99,630 92	
Less Operating Expenses.....	89,319 12	
Income from Operation		\$10,311 80
Total Income.....		\$10,311 80
Deductions from Income:		
Interest on Funded Debt accrued	\$17,500 00	
Taxes.....	2,390 77	
Permanent Improvements.....	69,449 45	
Other Deductions.....	500 00	
Total Deductions from Income.....		89,840 22
Deficit.....		\$79,528 42
Deficit from Operations of Year ending June 30, 1893.....		\$79,528 42

EARNINGS FROM OPERATION.

Item.	Actual Earnings.
Passenger:	
Total Passenger Revenue.....	\$28,087 80
Mail.....	2,061 16
Express.....	1,103 48
Total Passenger Earnings.....	31,252 44
Freight:	
Total Freight Revenue.....	66,376 20
Total Freight Earnings.....	\$66,376 20
Total Passenger and Freight Earnings.....	\$97,628 64
Other Earnings from Operation:	
Car Mileage—Balance.....	1,470 45
Other Sources.....	531 83
Total Other Earnings.....	\$2,002 28
Total Gross Earnings from Operation—Vermont....	\$99,630 92
Total Gross Earnings from Operation—Entire Line.	\$596,127 19

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$25,228 23	\$32,226 18	\$57,454 41
Repairs of Bridges and Culverts	8,264 94	10,557 52	18,822 46
Repairs of Fences, Road-crossings, Signs and Cattle Guards	2,351 26	3,003 46	5,354 72
Repairs of Buildings.....	3,444 53	4,399 99	7,844 52
Repairs of Docks and Wharves.	11 64	14 86	26 50
Other Expenses.....	2,867 75	3,663 23	6,530 98
Total.....	\$42,168 35	\$53,865 24	\$96,033 59
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$12,333 16	15,754 19	28,087 35
Repairs and renewals of Passenger Cars.....	10,174 89		10,174 89
Repairs and Renewals Freight Cars.....		74,474 29	74,474 29
Shop Machinery, Tools, Etc.....	1,774 31	2,266 46	4,040 77
Other Expenses.....	2,179 17	2,783 63	4,962 80
Total.....	\$26,461 53	\$95,278 57	\$121,740 10
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	24,441 82	31,221 63	55,663 45
Fuel for Locomotives.....	43,481 05	55,542 07	99,023 12
Water supply for Locomotives..	1,396 06	1,783 31	3,179 37
All other supplies for Locomotives.....	1,510 95	1,930 06	3,441 01
Wages of other Trainmen.....	14,566 36	18,606 85	33,173 21
All other train supplies.....	7,258 99	9,272 54	16,531 53
Expense of Telegraph, including Train Dispatchers and Operators.....	4,380 47	5,595 55	9,976 02
Wages of Station Agents, Clerks, and Laborers.....	17,911 73	22,880 18	40,791 91
Station Supplies.....	2,153 13	2,750 37	4,903 50
Car Mileage—Balance.....	957 80	1,223 49	2,181 29
Loss and Damage.....	2,477 46	3,164 67	5,642 13
Injuries to Persons.....	654 99	836 67	1,491 66
Other Expenses.....	2,781 30	3,552 80	6,334 10
Total.....	\$123,972 11	\$158,360 19	\$282,332 30

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers, Salaries of Clerks, General Office Ex- penses and Supplies.	\$6,157 86	\$7,865 96	\$14,023 82
Advertising.....	1,418 54	1,812 02	3,230 56
Insurance.....	697 97	891 59	1,589 56
Rents not otherwise provided for	276 61	353 34	629 95
Legal Expenses.....	1,632 67	2,085 54	3,718 21
Stationery and Printing.....	4,881 66	6,235 77	11,117 43
Total.....	\$15,065 31	\$19,244 22	\$34,309 56
Recapitulation of Expenses:			
Maintenance of Way and Struc- tures.....	42,168 35	53,865 24	96,033 59
Maintenance of Equipment.	26,461 53	95,278 57	121,740 10
Conducting Transportation.	123,972 11	158,360 19	282,332 30
General Expenses.....	15,065 31	19,244 22	34,309 53
Grand Total.....	\$207,667 30	\$326,748 22	\$534,415 52
Percentage of expenses to earn- ings—Entire Line.....			89.65
Operating Expenses—State of Ver- mont:			
Maintenance of Way and Struc- tures.....	7,168 62	9,157 09	16,325 71
Maintenance of Equipment.	4,498 46	16,197 36	20,695 82
Conducting Transportation.....	20,443 74	26,021 23	46,464 97
General Expenses.....	2,561 10	3,271 52	5,832 62
Total.....	\$34,671 92	\$54,647 20	\$89,319 12
Percentage of expenses to earn- ings—Vermont.....			89.65

CONTRACTS, AGREEMENTS, ETC.

Dominion Express Company, at $1\frac{1}{2}$ times first-class rate, and 3 cents per mile for messengers.

United States Government $\$2,061\frac{1}{10}\%$ per annum.

Parlor and Sleeping Cars owned and operated by the Canadian Pacific Railway.

Canadian Pacific Railway Company operate the Newport and Richford Railroad for and on account of the Trustees for the Bondholders of the South Eastern Railway.

SECURITY FOR FUNDED DEBT.

Newport and Richford Railroad. All that portion of railroad lying between the boundary line near Richford and Newport, situated in the State of Vermont, 21 miles. Amount of mortgage per mile of line, $\$16,666.67$.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- NUUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	93,216			
Number of passengers carried one mile.....	1,711,577			
Average distance carried.....	18.36 miles			
Total passenger revenue.....		28,087	80	
Average amount received from each passenger.....			30	1.32
Average receipts per passenger per mile.....			01	6.41
Estimated cost of carrying each passenger one mile.....			02	0.63
Total passenger earnings.....		31,252	44	
Passenger earnings per mile of road.....		1,488	21	1.45
Passenger earnings per train-mile.			75	1.62
Freight traffic:				
Number of tons carried of freight earning revenue.....	476,256			
Number of tons carried one mile	9,206,442			
Average distance haul of one ton	19.33 miles			
Total freight revenue.....		66,376	20	
Average amount received for each ton of freight.....			13	9.37
Average receipts per ton per mile.....			0	7.21
Estimated cost of carrying one ton one mile.....			0	6.03
Total freight earnings.....		66,376	20	
Freight earnings per mile of road		3,160	77	1.43
Freight earnings per train-mile.		1	31	6.77
Passenger and Freight:				
Passenger and freight revenue..		94,464	00	
Passenger and freight revenue per mile of road.....		4,498	28	5.71

PASSENGER AND FREIGHT, AND TRAIN MILEAGE--*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars,	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earnings.		97,628	64	
Passenger and freight earnings per mile of road.....		4,648	98	2.88
Gross earnings from operation..		99,630	93	
Gross earnings from operation per mile of road.....		4,744	32	9.52
Expenses.....		89,319	12	
Expenses per mile of road.....		4,253	29	1.43
Train Mileage:				
Miles run by passenger trains..	41,580			
Miles run by freight trains.....	50,408			
Total mileage trains earning revenue.....	91,988			
Grand total train mileage.....	91,988			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....			68,127	14.30
Flour.....			18,552	3.89
Other Mill Products.....			9,699	2.04
Hay.....			54,567	11.46
Fruit and Vegetables.....			2,593	.54
Other Farm Products.....			16,980	3.57
Products of Animals :				
Live Stock.....			2,184	.46
Dressed Meats.....			64,921	13.63
Other Packing-house Products...			339	.07
Poultry, Game and Fish.....			2,746	.58
Wool.....			6,922	1.45
Hides and Leather.....			2,153	.45
Other Dairy Products.....			3,078	.64
Products of Mines :				
Anthracite Coal }			2,670	.56
Bituminous Coal }				
Phosphates.....			123	.03
Ores.....			126	.03
Stone, Sand and other like arti- cles.....			11,769	2.47
Products of Forest :				
Lumber.....			84,283	17.70
Wood—Fuel.....			4,049	.85
Other Forest Products.....			25,707	5.40
Manufactures :				
Petroleum and Other Oils.....			1,567	.33
Iron and Steel Rails.....			2,128	.44
Cement, Brick and Lime.....			617	.13
Agricultural Implements.....			34	.01
Wines, Liquors and Beers.....			1,086	.23
Household Goods and Furniture..			2,156	.45
Miscellaneous Manufacturers not Specified.....			86,331	18.13
Miscellaneous : Other Commodities not mentioned above.....			750	.16
Total Tonnage—Vermont.....			476,256	100.
Total Tonnage—Entire Line.....			476,256	

CHARACTERISTICS OF ROAD—*Continued.**Bridges :*

Number Wooden.....	2
Aggregate length.....	72 feet
Minimum length.....	36 feet
Maximum length.....	36 feet
Number Combination.....	1
Aggregate length.....	250 feet
Total: Number, 3; aggregate length, 322 feet.	

Gauge of Track: 4 feet, 8½ inches; 21 miles.

Telegraph :

Owned by another company, but located on property of road making this report: Miles of line, 21; miles of wire, 21; name of owner, Montreal Telegraph Company; name of operating company, Great Northwestern Telegraph Company. Miles of line, 21; miles of wire, 42; name of owner, Canadian Pacific Railway Company; name of operating company, Canadian Pacific Railway Company.

PROVINCE OF QUEBEC, }
County of Hochelaga. } ss:

I, the undersigned, Auditor for the Trustees of the South Eastern Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

P. O. RYAN, *Auditor for the Trustees.*

Subscribed and sworn to before me
this 30th day of November, 1893.

R. T. HENNER,

Commissioner empowered to receive Affidavits to be used in the Superior Court, Province of Quebec.

ANNUAL REPORT
OF THE
MONTPELIER AND WELLS RIVER RAILROAD,
FOR THE YEAR ENDING MARCH 31, 1893.

HISTORY.

Name of common carrier making this report: Montpelier and Wells River Railroad.

Date of organization: January 1, 1877.

Organized under the Laws of the State of Vermont.

Original Corporation: Montpelier and Wells River Railroad Company. Reorganized under the General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
D. R. Sortwell.....	East Cambridge, Mass..	Last Thursday in May, 1893.
A. F. Sortwell.....	East Cambridge, Mass..	
Joel Foster.....	Montpelier, Vt.....	
S. C. Shurtleff.....	Montpelier, Vt.....	
J. W. Brock.....	Montpelier, Vt.....	

Total number of stockholders at date of last election: 36.

Date of last meeting of stockholders for election of directors: May 26, 1892.

Post-office address of general office: Montpelier, Vt.

Post-office address of operating office: Montpelier, Vt.

OFFICERS.

Chairman of the Board—President.

President—D. R. Sortwell, Montpelier, Vt.

Vice-President—A. F. Sortwell, Montpelier, Vt.

Secretary and Treasurer—Joel Foster, Montpelier, Vt.

Attorney, or General Counsel—S. C. Shurtleff, Montpelier, Vt.

Auditor—F. W. Morse, Montpelier, Vt.

General Manager—W. A. Stowell, Montpelier, Vt.

Chief Engineer—Asa Howe, Montpelier, Vt.

General Freight Agent—F. W. Morse, Montpelier, Vt.

General Passenger Agent—F. W. Morse, Montpelier, Vt.

General Ticket Agent—F. W. Morse, Montpelier, Vt.

General Baggage Agent—F. W. Morse, Montpelier, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Montpelier and Wells River Railroad.....	Montpelier, Vt.....	Wells River, Vt....	38.20	
Montpelier and Wells River Railroad.....	Sabin's Crossing.....	Barre Junction.....	1.50	
Barre Branch Railroad.....	Barre Transfer.....	Barre, Vt.....	3.80	
Total.....			43.50	

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Com- pany Operated.	Under What Kind of Contract Operated.	Miles of Line
	From	To			
Barre Branch R. R.	Barre Trans.	Barre	Montpelier and Wells River R. R.	Lease	3.80

Barre Branch Railroad, extending from Barre Transfer to Barre, 3 $\frac{80}{100}$ miles, leased to the Montpelier and Wells River Railroad.

Capital stock of Barre Branch Railroad is \$80,000; the Montpelier and Wells River Railroad agreeing to pay 6% per annum on the stock of the Barre Branch Railroad.

The Barre Branch Railroad has no rolling stock of its own of any kind. Lease commenced June 1st, 1889; stock all owned by D. R. Sortwell, President, Montpelier and Wells River Railroad.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common	16,000	\$50.00	\$800,000 00	All.

Dividends declared during year, none.

REMARKS.

Original bonds issued by the Montpelier & Wells River Railroad Company, \$800,000.00, converted into Capital Stock when company was re-organized, Jan. 1, 1877. The original Capital Stock was \$400,000.00 in stock; \$800,000.00 in bonds. Interest was defaulted for several years, when the holders of the bonds foreclosed and took the road, making face of bonds the Capital Stock.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$11,169 98
Due from Agents.....	626 84
Net Traffic Balances due from other Companies.....	3,087 53
Total.....	\$14,884 30

Current Liabilities Accrued to and Including March 31, 1893.

Balance—Cash Assets.....	\$14,884 30
Total.....	\$14,884 30

Materials and Supplies on hand, \$18,610.20.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Out- standing.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$800,000 00	\$800,000 00	38.20	\$20,942 41

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

No Construction Account; all improvements for year charged in Operating Expense.

No Equipment Account; all equipment charged in Operating Expense.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$139,691 66	
Less Operating Expenses.....	107,015 33	
Income from Operation.....	\$32,676 33	
Total Income.....		\$32,676 33
Deductions from Income:		
Rents.....	\$4,000 00	
Taxes.....	3,283 04	
Other Deductions—Barre Railroad Company..	9,320 53	
Interest on Bills Payable and Temporary Loans.....	2,015 47	
Total Deductions from Income		\$18,619 04
Net Income.....		\$14,057 29

INCOME ACCOUNT—*Continued.*

Surplus from Operations of Year Ending March 31, 1893.....	\$14,057 29
Surplus on March 31, 1892.....	21,757 21
Deductions for Year.....	\$25,814 50
	2,370 00
Surplus on March 31, 1893.....	\$33,444 50

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger :			
Total Passenger Revenue.....			\$53,007 20
Mail.....			3,121 16
Express.....			1,800 00
Total Passenger Earnings.			\$57,928 36
Freight:			
Freight Revenue....	\$79,744 73		
Total Freight Revenue .			\$79,744 73
Total Freight Earnings.			\$79,744 73
Total Passenger and Freight Earnings.....			\$137,673 09
Other Earnings from Operation:			
Car Mileage—Balance.....	928 09		
Other sources.....	1,090 48		
Total Other Earnings...			\$2,018 57
Total Gross Earnings from Operation—Vermont....			\$139,691 66

No means of knowing what the earnings of Barre Branch Railroad are, as Montpelier and Wells River Railroad and Barre Branch accounts are not kept separately.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic. 42.1%	Chargeable to Freight Traffic. 57.9%	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$6,377 77	\$8,771 33	\$15,149 10
Renewals of Rails.....	3,175 03	4,366 61	7,541 64
Renewals of Ties.....	2,192 11	2,932 29	5,064 40
Repairs of Bridges and Culverts.	710 06	976 54	1,686 60
Repairs of Fences, Road-Crossings, Signs, and Cattle-Guards	59 78	82 22	142 00
Repairs of Buildings.....	1,109 43	1,525 80	2,635 23
Other Expenses.....	2,731 64	3,756 83	6,488 47
Total.....	\$16,295 82	\$22,411 62	\$38,707 44
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$3,317 21	\$4,562 15	\$7,879 36
Repairs and renewals of Passenger Cars.....	998 27	1,372 91	2,371 18
Repairs and renewals of Freight Cars.....	1,472 70	2,025 40	3,498 10
Shop Machinery, Tools, etc.....	438 99	603 73	1,042 72
Other Expenses.....	32 67	44 93	77 59
Total.....	\$6,259 84	\$8,609 11	\$14,868 95
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	\$2,864 02	\$3,938 88	\$6,802 90
Fuel for Locomotives.....	7,766 04	10,680 62	18,446 66
Water-supply for Locomotives..	335 38	461 24	796 62
All other supplies for Locomotives.....	544 88	749 37	1,294 25
Wages of other Trainmen.....	2,883 50	3,965 66	6,849 16
Wages of Switchmen, Flagmen, and Watchmen.....	718 47	988 10	1,706 57
Wages of Station Agents, Clerks, and Laborers.....	2,649 76	3,644 21	6,293 97
Switching Charges—Balance....	83 56	114 92	198 48

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic. 42.1%	Chargeable to Freight Traffic. 57.9%	Total.
Car Mileage—Balance, Passenger	\$662 39		\$662 39
Loss and Damage.....	110 13	\$151 47	261 60
Other Expenses.....	160 55	460 01	620 56
Total.....	\$18,778 68	\$25,154 48	\$43,933 16
General Expenses:			
Salaries of Officers.....	\$1,616 64	\$2,223 36	\$3,840 00
Salaries of Clerks.....	502 78	691 47	1,198 25
Advertising.....	75 57	103 94	179 51
Insurance.....	339 23	466 54	805 77
Legal Expenses.....	213 18	293 19	506 37
Stationery and Printing.....	644 98	887 03	1,532 01
Other General Expenses.....	609 55	838 32	1,447 89
Total.....	\$4,001 93	\$5,503 85	\$9,505 78
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$16,295 82	\$22,411 62	\$38,707 44
Maintenance of Equipment.....	6,259 84	8,609 11	14,868 95
Conducting Transportation.....	18,778 68	25,154 48	43,933 16
General Expenses.....	4,001 93	5,503 85	9,505 78
Grand Total.....	\$45,336 27	\$61,679 06	\$107,015 33
Percentage of Expenses to Earnings.....	32.2	44.4	

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed	Dividends on Stock Guaranteed	Cash.	Total.
Barre Branch R. R...			\$4,000 00	\$4,000 00
Total Rents....				\$4,000 00

COMPARATIVE GENERAL BALANCE SHEET.

March 31, 1892. Total.	Assets.	March 31, 1893. Total.	YEAR ENDING MARCH 31, 1893.	
			Increase.	Decrease.
\$800,000 00	Cost of Road.....	\$800,000 00		
10,400 16	Cash and Current Assets.....	14,834 30	\$4,434 14	
17,933 09	Other Assets: Materials and Supplies.....	18,610 20	677 11	
\$828,333 25	Grand Total.....	\$833,444 50	\$5,111 25	

COMPARATIVE GENERAL BALANCE SHEET.

March 31, 1892. Total.	Liabilities.	March 31, 1893. Total.	YEAR ENDING MARCH 31, 1893.	
			Increase.	Decrease.
\$800,000 00	Capital Stock.....	\$800,000 00		\$6,576 44
6,576 04	Current Liabilities..			
21,757 21	Profit and Loss.....	33,444 50	\$11,687 29	
\$828,333 25	Grand Total.....	\$833,444 50	\$11,687 29	\$6,576 44

CONTRACTS, AGREEMENTS, ETC.

American Express, \$1,800 per annum.

United States Mail, \$3,290 per annum.

Western Union Telegraph Company own the wires, poles and instruments. Our agents do operating for them free of charge, in consideration of which we are granted free use of wires and instruments for train service and other railroad work.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Ave. Daily Compensation
General Officers.....	3	939	\$3,840 00	\$4 09
General Office Clerks.....	2	626	1,194 25	1 90
Station Agents.....	9	2,817	3,958 00	1 40 ^{$\frac{2}{10}$}
Other Station Men.....	6	1,878	2,335 97	1 24
Enginemmen.....	6	1,878	4,202 93	2 23 ^{$\frac{2}{10}$}
Firemen.....	5	1,565	2,599 97	1 66
Conductors.....	5	1,565	3,892 15	2 49
Other Trainmen.....	6	1,878	2,957 01	1 57
Machinists.....	2	626	1,603 75	2 56
Carpenters.....	6	1,878	3,624 00	1 93
Other Shopmen.....	4	1,252	2,547 99	2 03 ^{$\frac{3}{10}$}
Section Foremen.....	9	2,817	4,225 50	1 50
Other Trackmen.....	26	8,138	9,552 00	1 17 $\frac{1}{2}$
Switchmen, Flagmen, and Watch- men.....	5	1,565	1,706 57	1 09
Total (Including "General Offi- cers")—Vermont.....	94	29,422	\$48,240 09	1 64
Less "General Officers".....	3	939	3,840 00	
Total (Excluding "General Offi- cers")—Vermont.....	91	28,483	\$44,400 09	1 56
Distribution of Above :				
General Administration.....	5	1,565	5,034 35	3 21 $\frac{1}{2}$
Maintenance of Way and Struc- tures.....	35	10,955	13,777 50	1 26
Maintenance of Equipment.....	12	3,756	7,775 74	2 07
Conducting Transportation.....	42	13,146	21,652 60	1 64 ^{$\frac{8}{10}$}
Total (Including "General Offi- cers").....	94	29,422	\$48,240 09	1 64
Less "General Officers".....	3	939	3,840 00	
Total (Excluding "General Offi- cers")—Vermont.....	91	28,483	\$44,400 09	1 56

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	203,544			
Number of passengers carried one mile.....	3,340,756			
Average distance carried.	11.2			
Total passenger revenue.....		53,007	20	
Average amount received from each passenger.....			26	0.4
Average receipts per passenger per mile.....			02	2.64
Estimated cost of carrying each passenger one mile....			01	9.75
Total passenger earnings.....		57,928	36	
Passenger earnings per mile of road.....		1,524	43	
Passenger earnings per train mile.....			59	9
Freight Traffic:				
Number of tons carried of freight earning revenue....	107,687			
Number of tons carried one mile.....	3,445,984			
Average distance haul of one ton.....	32			
Total freight revenue.....		79,744	73	
Average amount received for each ton of freight.....			73	1.2
Average receipts per ton per mile.....			02	2.85
Estimated cost of carrying one ton one mile.....			01	7.9
Total freight earnings.....		79,744	73	
Freight earnings per mile of road.....		2,098	54	5
Freight earnings per train mile.....			2	29 7.2

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight earn- ings.....		137,673	09	
Passenger and freight earn- ings per mile of road.....		3,622	97	
Gross earnings from operation		139,691	66	
Gross earnings from operation per mile of road.....		3,676	09	
Expenses.....		107,015	33	
Expenses per mile of road....		2,816	19	
Train Mileage:				
Miles run by passenger trains.	85,136			
Miles run by mixed trains....	46,284			
Total Mileage Trains Earn- ing Revenue	131,420			
Miles run by switching trains.	15,120			
Grand Total Train Mileage.	146,540			

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.
Locomotives:	
Passenger.....	3
Freight.....	3
Total Locomotives.....	6
Cars in Passenger Service:	
First-class Passenger Cars.....	3
Combination Passenger Cars.....	1
Baggage, Express and Postal Cars	4
Total.....	8
Cars in Freight Service:	
Box Cars.....	38
Flat Cars.....	63
Stock Cars.....	6
Coal Cars.....	4
Total.....	111
Cars in Company's Service:	
Derrick Cars	1
Caboose Cars.....	1
Other Road Cars.....	1
Total.....	3
Total Cars Owned.....	122
Grand Total Cars.....	122

Locomotives Equipped with Westinghouse Train Brake.

Cars in Passenger Service equipped with Westinghouse Train Brake and Miller Automatic Coupler.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock, Main Line.	Line Operated under Lease.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
Miles of single track.	38.20	3.80	42.00		42.00
Miles of second track.	1.50		1.50		1.50
Miles of yard track and sidings.....	6.50	1.00	7.50	7.50	
Total Mileage Operated (all tracks)....	46.20	4.80	51.00	7.50	43.50

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Represented by Capital Stock, Main Line.	Line Operated under Lease.	Total Mileage Excluding Trackage Rights.	Rails. Steel.
Vermont.....	38.20	3.80	42.00	42.00

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.
None.	None.			Tamarack.....	11,218
				Hemlock	5,498
				Cedar.....	1,012
				Total.....	17,728
					28.26 cents.
				Cannot say.	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		2,142			2,142	85,136	50.32
Freight.....		1,124	380	212	1,483½	46,284	64.09
Switching.....		412	136	45	525½	15,120	69.46
Total.....		3,876	516	257	4,150½	146,540	56.64
Average Cost at Distributing Point.....		\$4.30	\$3.40		Average Cost Per Ton, \$4.98.5.		

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.								
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Lane. Miles.	ASCENDING GRADES.			DESCENDING GRADES.				
							Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.		
From	To	Miles.												
Montpelier	Wells River.....	38.20		20.20	Can not	say.		9.12	19.60		9.18	18.60		
Sabin Crossing.....	Barre Transfer....	1.50		"	"				None.			None.		
Barre Transfer.....	Barre	3.80												
Total.....		43.50												

RAILROAD COMMISSIONERS' REPORT.

CHARACTERISTICS OF ROAD.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges: Wooden	13	2,097	3	35	6	152	6	Over head Highway Crossings:			
Total ...	12							Bridges. ...	3	13	6
Trestles ..	2	328		103		225		Total.....	3		

Gauge of Track : 4 feet, 8½ inches. 39.70 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD
MAKING THIS REPORT.

Miles of wire, 38.20. Name of owner and operating company, Western Union Telegraph Company.

CAR MILEAGE.

Individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

National Despatch Line.
 Canadian Pacific Despatch Line.
 Great Eastern Line.
 White Line.
 Red Line.
 Blue Line.
 Canada Southern.
 Nickel Plate.
 Rome, Watertown & Ogdensburg.
 Erie Despatch Line.

STATE OF VERMONT, }
 County of Washington. } ss:

I, the undersigned, F. W. Morse, Cashier of the Montpelier and Wells River Railroad, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said railroad; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said railroad during the period for which said return is made.

F. W. MORSE, *Cashier.*

Subscribed and sworn to before me
 this 25th day of November, 1893.

S. C. SHURTLEFF, *Notary Public.*

ANNUAL REPORT OF THE ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common-carrier making this report: St. Johnsbury and Lake Champlain Railroad.

Date of organization: Reorganized January 31, 1880.

Chartered under the laws of the State of Vermont.

This road is a union of three roads, viz: The Lamoille Valley, chartered in 1867; The Montpelier and St. Johnsbury, chartered in 1866, and the Essex County Railroad Company, chartered in 1864, same being amended in 1866.

Consolidation was affected by the three roads jointly bonding their property, and, failing to pay the interest, all went into the hands of receivers, October 18, 1877. The road was restored to the stockholders July 1, 1880, and operated as the St. Johnsbury and Lake Champlain Railroad.

Previous to the appointment of receivers and during their operation the road was called the Portland and Ogdensburg Railroad, Vermont Division. It was reorganized under the name of the St. Johnsbury and Lake Champlain Railroad January 31, 1880, under the laws of the State of Vermont. Commenced to operate under this name July 1, 1880.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
G. W. Hendee	Morrisville, Vt.	September 14, 1893.
H. E. Folsom	Lyndonville, Vt.	
W. T. Hart	Boston, Mass.	
S. C. Shurtleff	Montpelier, Vt.	
C. S. Page	Hyde Park, Vt.	
S. C. Lawrence	Medford, Mass.	
Geo. C. Lord	Newton, Mass.	
C. E. A. Bartlett	Chelmsford, Mass.	
Franklin Fairbanks	St. Johnsbury, Vt.	

Total number of stockholders at date of last election: 433.

Date of last meeting of stockholders for election of directors: September 8, 1892.

Post-office address of general office: Montpelier, Vt.

Post-office address of operating office: Boston, Mass.

OFFICERS.

President—C. E. A. Bartlett, Boston, Mass.

Secretary, }
Treasurer, } —F. W. Morse, Montpelier, Vt.

Cashier—C. E. A. Bartlett, Boston, Mass.

Auditor—M. Taylor, Boston, Mass.

Chief Engineer—H. Bissell, Boston, Mass.

Division Superintendent—H. E. Folsom, Lyndonville, Vt.

General Freight Agent—W. F. Berry, Boston, Mass.

General Passenger Agent—D. J. Flanders, Boston, Mass.

General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
A. St. Johnsbury and Lake Champlain Railroad	Lunenburg, Vt.....	Maquam Bay, Vt....	120.00	120.00
B. Victory Branch.....	No. Concord, Vt.....	E. Haven, Vt.....	11.50	11.50
Total.....			131.50	131.50

A. Main line. B. Branches and spurs.
Steamer Maquam, for passenger and freight business, owned by this company; in Vermont.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock:				
Common.....	51,000	\$50	\$2,550,000	\$2,550,000
Preferred.....	25,970	50	1,298,500	1,298,500
Total.....	76,970		\$3,848,500	\$3,848,000

Total number of shares issued for payment for capital stock in re-organization: 51,000 common, 25,970 preferred; issued in exchange for bonds. Total, 76,970. Dividends declared during year, none.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Author- ized Issue.	Amount Issued.	Amount Out- standing.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable	Amount Accrued During Year.	Amount Matured During Year.
1st Mortgage.....	1880 Apr. 1	1910 Apr. 1	\$600,000	\$600,000	\$550,000	*	6%	April October April October	\$33,000 3,000 2,050	\$33,000 3,000 2,050
Consolidated Mortgage.....	1884 Apr. 1	1914 Apr. 1	1,000,000	50,000 41,000	50,000 41,000	*	6% 5%			
Grand Total.....			\$1,600,000	\$691,000	\$641,000				\$38,050	\$38,050

*\$50,000 1st Mortgage Bonds were exchanged for same amount of Consolidated Mortgage Bonds.

The writer has no means of ascertaining how much was realized from the sale of Bonds.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	INTEREST.			
	Amount Issued.	Amount Outstanding.	Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds.....	\$691,000	\$641,000	\$38,050	\$38,050
Total.....	\$691,000	\$641,000	\$38,050	\$38,050

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year, Charged to Construction or Equipment.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
Construction:				
Right of Way.....	\$10,730 46	\$4,614,148 73	\$4,624,879 18	\$35,170 18
Other Real Estate.....				
Fences.....				
Grading and Bridge and Culvert Masonry.....				
Bridges and Trestles.....				
Rails.....				
Ties.....				
Other Superstructure.....	8,318 52	8,318 52	8,318 52	63 26
Buildings, Furniture and Fixtures.....				
Shop Machinery and Tools.....				
Total Construction.....	\$10,708 46	\$4,622,467 24	\$4,663,197 70	\$35,233 44
Equipment:				
Locomotives.....		151,567 53	151,567 53	1,152 60
Passenger Cars.....				
Sleeping, Parlor and Dining Cars.....				
Baggage, Express and Postal Cars.....				
Combination Cars.....				
Freight Cars.....				
Other Cars of all classes.....				
Floating Equipment.....				
Total Equipment.....		\$151,567 53	\$151,567 53	\$1,152 60
Total Cost Construction, Equipment, Etc.....	\$10,730 46	\$4,774,034 77	\$4,784,765 23	\$36,386 04

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$367,337 94	
Less Operating Expenses.....	407,074 46	
Deficit.....		\$39,736 52
Miscellaneous Income—less Expenses—		
Deficit.....		7,267 37
Deficit.....		\$47,003 89
Deductions from Income:		
Interest on Funded Debt Accrued.....	\$38,050 00	
Rents.....	8,471 94	
Total Deductions from Income.....		46,521 94
Deficit.....		\$93,525 83
Deficit from Operations of Year ending June		
30, 1893.....		\$93,525 83
Deficit on June 30, 1892.....		521,178 43
Deficit on June 30, 1893.....		\$614,704 26

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$74,090 14	
Total Passenger Revenue.....		\$74,090 14
Mail.....	9,963 28	
Express.....	3,300 00	
Other items.....	513 71	13,776 99
Total Passenger Earnings.....		\$87,867 13
Freight:		
Freight Revenue.....	277,821 78	
Total Freight Revenue.....		\$277,821 78
Total Freight Earnings.....		\$277,821 78
Total Passenger and Freight Earnings.		\$365,688 91
Other Earnings from Operation:		
Rents not otherwise provided for.....		1,649 03
Total Other Earnings.....		\$1,649 03
Total Gross Earnings from Operation		
—Vermont.....		\$367,337 94

Stocks owned: St. Johnsbury and Lake Champlain Railroad. Total par value, \$247,650; valuation, \$247,650.

Miscellaneous Income: Steamer Maquam; deficit \$7,267.37.

OPERATING EXPENSES.

Item.	Charge-able to Passenger Traffic.	Charge-able to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$19,416 49	\$49,928 11	\$69,344 60
Renewals of Rails.....	655 85	1,686 46	2,342 31
Renewals of Ties.....	4,035 63	10,377 35	14,412 98
Repairs of Bridges and Culverts	4,371 54	11,241 11	15,612 65
Repairs of Fences, Road-crossings, Signs, and Cattle Guards.	936 98	2,409 39	3,346 37
Repairs of Buildings.....	5,980 82	15,379 24	21,360 06
Total.....	\$35,397 31	\$91,031 66	\$126,418 97
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	6,327 00	16,269 42	22,596 42
Repairs and renewals of Passenger Cars.....	3,834 19		3,834 19
Repairs and renewals of Freight Cars.....		8,420 52	8,420 52
Total.....	\$10,161 19	\$24,689 94	\$34,851 13
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	11,321 70	29,112 94	40,434 64
Fuel for Locomotives.....	24,006 62	61,731 30	85,737 92
Water-supply for Locomotives..	869 57	2,236 04	3,105 61
All other supplies for Locomotives.....	299 87	771 08	1,070 95
Wages of other Trainmen.....	6,691 73	23,816 69	30,508 42
All other train supplies.....	860 51	3,004 06	3,864 57
Wages of Switchmen, Flagmen, and Watchmen.....	109 55	281 69	391 24
Expense of Telegraph, including Train Dispatchers and Operators.....	1,244 13	3,199 18	4,443 31
Wages of Station Agents, Clerks, and Laborers.....	4,253 31	10,937 09	15,190 40
Station supplies.....	2,830 25	729 74	3,559 99
Car Mileage—Balance.....	7,544 79	19,896 76	27,441 55
Loss and Damage.....	103 23	1,336 36	1,439 59
Injuries to Persons.....	2,248 81	5,782 67	8,031 48
Total.....	\$62,384 07	\$162,808 60	\$225,192 67

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers.....	\$2,704 20	\$6,953 66	\$9,657 86
Agencies, including Salaries and Rent.....		442 08	442 08
Advertising.....	679 32		679 32
Insurance.....	634 83	1,632 41	2,267 24
Expense of Fast Freight Lines..		1,764 21	1,764 21
Legal Expenses.....	445 51	1,145 61	1,591 12
Stationery and Printing.....	836 28	2,150 42	2,986 70
Other General Expenses.....	342 48	880 68	1,223 16
Total.....	\$5,642 62	\$14,969 07	\$20,611 69
Recapitulation of Expenses:			
Maintenance of Way and Struc- tures.....	35,397 31	91,021 66	126,418 97
Maintenance of Equipment.	10,161 19	24,689 94	34,851 13
Conducting Transportation.	62,384 07	162,808 60	225,192 67
General Expenses.....	5,642 62	14,969 07	20,611 69
Grand Total.....	\$113,585 19	\$293,489 27	\$407,074 46
Percentage of Expenses to Earn- ings—Entire Line.....		111	
Operating Expenses—State of Ver- mont:			
Maintenance of Way and Struc- tures.....	All in	Vermont.	
Maintenance of Equipment....			
Conducting Transportation....			
General Expenses.....			
Percentage of Expenses to Earn- ings—Vermont.....		111	

EMPLOYEES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	5	1,565	\$7,050 00	\$4.50
General Office Clerks.....	3	939	1,260 00	1.34
Station Agents.....	27	8,424	10,820 04	1.28
Other Station Men.....	6	1,875	1,875 00	1.00
Enginemen.....	23	7,500	20,220 00	2.70
Firemen.....	30	9,360	14,320 80	1.53
Conductors.....	19	6,024	12,469 68	2.07
Other Trainmen.....	33	9,846	14,867 46	1.51
Machinists.....	3	1,080	2,084 64	1.93
Carpenters, Bridges and Buildings	15	5,316	9,858 68	1.85
Other Shopmen.....	27	7,512	9,060 00	1.21
Section Foremen.....	35	11,304	14,286 84	1.26
Other Trackmen.....	122	38,064	45,676 80	1.20
Switchmen, Flagmen, and Watch- men.....	4	1,445	1,715 00	1.18
Telegraph Operators and Dis- patchers.....	3	1,080	1,723 20	1.59
Total (Including "General Offi- cers").....	355	111,334	\$167,288 14	\$1.50
Less "General Officers"....	5	1,565	7,050 00	
Total (Excluding "General Offi- cers").....	350	109,769	\$160,238 14	\$1.46
Distribution of Above:				
General Administration.....	8	2,504	8,310 00	3.31
Maintenance of Way and Struc- tures.....	173	54,684	69,822 32	1.28
Maintenance of Equipment.....	30	8,592	11,144 64	1.30
Conducting Transportation.....	145	45,554	78,011 18	1.71
Total (Including "General Offi- cers").....	355	111,334	\$167,288 14	\$1.50
Less "General Officers"....	5	1,565	7,050 00	
Total (Excluding "General Offi- cers").....	350	109,769	\$160,238 14	
Total (Including "General Offi- cers")—Entire Line.....	355	111,334	\$167,288 14	\$1.50

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	162,700			
Number of passengers carried one mile.....	3,127,596			
Average distance carried.....	19.223			
Total passenger revenue.....		47,090	14	
Average amount received from each passenger.....			45	5.37
Average receipts per passen- ger per mile.....			02	3.69
Estimated cost of carrying each passenger one mile....			03	6.32
Total passenger earnings.....		87,867	13	
Passenger earnings per mile of road.....		668	19	
Passenger earnings per train mile.....			50	9.08
Freight Traffic:				
Number of tons carried of freight earning revenue	486,327			
Number of tons carried one mile.....	29,251,081			
Average distance haul of one ton.....	60.147			
Total freight revenue.....		277,821	78	
Average amount received for each ton of freight.....			57	1.26
Average receipts per ton per mile.....				9.50
Estimated cost of carrying one ton one mile.....			1	0.04
Total freight earnings.....		277,821	78	
Freight earnings per mile of road.....		2,112	71	
Freight earnings per train mile.....			62	7.11
Passenger and Freight:				
Passenger and freight reve- nue.....		351,911	92	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE--*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		2,676	13	
Passenger and freight earn- ings.....		365,688	91	
Passenger and freight earn- ings per mile of road.....		2,780	90	
Gross earnings from opera- tion.....		367,337	94	
Gross earnings from opera- tion per mile of road.....		2,793	44	
Expenses.....		407,074	46	
Expenses per mile of road..		3,095	62	
Train Mileage:				
Miles run by passenger trains.....	172,597			
Miles run by freight trains..	443,016			
Total Mileage Trains Earning Revenue.....	615,613			
Miles run by switching trains	44,136			
Miles run by construction and other trains.....	25,909			
Grand Total Train Mile- age.....	685,658			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE--*Continued.*

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		2,676	13	
Passenger and freight earn- ings.....		365,688	91	
Passenger and freight earn- ings per mile of road.....		2,780	90	
Gross earnings from opera- tion.....		367,337	94	
Gross earnings from opera- tion per mile of road.....		2,793	44	
Expenses.....		407,074	46	
Expenses per mile of road..		3,095	62	
Train Mileage:				
Miles run by passenger trains.....	172,597			
Miles run by freight trains..	443,016			
Total Mileage Trains				
Earning Revenue.....	615,613			
Miles run by switching trains	44,136			
Miles run by construction and other trains.....	25,909			
Grand Total Train Mile- age.....	685,658			

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		5	5	Westinghouse.		
Freight.....		5	2	"		
Switching.....		2	1			
Total Locomotives.....		12	8			
Cars in Passenger Service:						
First-class Passenger Cars.....		2	2	Westinghouse.	2	Miller.
Combination Passenger Cars.....		3	3	"	3	"
Baggage, Express, and Postal Cars.....		1	1	"	1	"
Total.....		6	6		6	
Cars in Freight Service:						
Box Cars.....		103				
Flat Cars.....		85				
Stock Cars.....		6				
Refrigerator Cars.....		3				
Total.....		197				

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs		Iron.	Steel.
Miles of single track...	120.00	11.50	131.50	4.80	126.70
Miles of yard track and sidings	18.80	1.50	20.30	16.90	3.40
Total Mileage Oper- ated (all tracks).....	138.80	13.00	151.80	21.70	130.10

B. MILEAGE OF LINE BY STATES AND TERRITORIES. MILEAGE OPERATED
BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Excluding Trackage Rights.	RAILS.	
	Main Line.	Branches and Spurs		Iron.	Steel.
Vermont	120.00	11.50	131.50	4.80	126.70
Total Mileage Oper- ated (single track)...	120.00	11.50	131.50	4.80	126.70

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Vermont	120.00	11.50	131.50	4.80	126.70
Total Mileage Owned (single track)....	120.00	11.50	131.50	4.80	126.70

RENEWALS OF RAILS AND TIES.

Kind.	NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel:						
2d hand.	363 ⁶³⁴ / ₂₈₄₀	60 lbs.	\$25.00	Cedar.	8,198	30c.
				Tamarack. .	31,235	26c.
				Hemlock. .	7,308	26c.
Total Steel.....	363 ⁶³⁴ / ₂₈₄₀	60 lbs.	\$25.00	Total	46,741	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		Wood. Cords. Mixed, Hard and Soft.	Total Fuel Con- sumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.					
Passenger.....	4,709	130		6,774	172,537	78.49
Freight.....	17,198	338		17,867	443,016	78.40
Switching.....	1,704	83		1,720	44,136	77.94
Construction.....	1,011	20		1,021	25,909	78.81
Total.....	26,622	521		26,882	685,658	
Average Cost at distributing point..	\$3.36					

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.						
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and Uncoupling		10				1	11
Overhead Obstructions		1					1
At Stations		1					1
Other Causes					*1	1	1
Total		12			1	1	13

*Employee "killed from other causes" was the case of an employee being killed by a large stone rolling upon him by a construction gang while unloading.

CHARACTERISTICS OF ROAD.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.		Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
	Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges:												
Stone.....	4	59		12			20					
Wooden.....	42	3,192	6	10			3 span 400		Overhead Railway Crossings:	8	16	6
Total.....	46	3,251	6						Trestles.....			
Trestles	35	2,837	7	13			327	10	Total.....	8		

Gauge of Track : 4 feet, 8½ inches. 131.50 miles.

TELEGRAPH.

Miles of line, 120; miles of wire, 120; owned and operated by Vermont International,

CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars :

Canadian Pacific Despatch.
R. W. and O. Line.
Red Line.
White Line.
Blue Line.
Nickel Plate Line.
Great Eastern.
Ogdensburg Transit Company.
Canada Atlantic.

COMMONWEALTH OF MASSACHUSETTS, } ss:
County of Suffolk.

We, the undersigned, C. E. A. Bartlett, President, and Myron Taylor, Auditor, of the St. Johnsbury & Lake Champlain Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. E. A. BARTLETT,
President.

MYRON TAYLOR,
Auditor.

Subscribed and sworn to before me
this 13th day of October, 1893.

ANDREW L. KNIGHT,
Justice of the Peace.

ANNUAL REPORT

OF THE

VERMONT VALLEY RAILROAD COMPANY OF 1871,

FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Vermont Valley Railroad Company of 1871.

Date of organization: July 3, 1871.

Organized under General Laws of the State of Vermont.

Is not a consolidated company.

Vermont Valley Railroad; chartered November 8, 1848, under laws of State of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
James H. Williams.....	Bellows Falls, Vt.	June, 1894.
John H. Albin.....	Concord, N. H.	
Hugh Henry.....	Chester, Vt.	
H. E. Folsom.....	Lyndonville, Vt.	
C. J. Amidon.....	Hinsdale, N. H.	
H. B. Viall.....	Keene, N. H.	
Geo. S. Dowley.....	Brattleboro, Vt.	

Total number of stockholders at date of last election: 51.

Date of last meeting of stockholders for election of directors: June 21, 1893.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Boston, Mass.

OFFICERS.

President—James H. Williams, Bellows Falls, Vt.

Clerk—John H. Williams, Bellows Falls, Vt.

Treasurer—John H. Williams, Bellows Falls, Vt.

Assistant Treasurer—Amos Blanchard, Boston, Mass.

General Auditor—Wm. J. Hobbs, Boston, Mass.

Superintendent—H. E. Howard, Springfield, Mass.

General Traffic Manager—W. F. Berry, Boston, Mass.

General Freight Agent—M. T. Donovan, Boston, Mass.

General Passenger and Ticket Agent—D. J. Flanders, Boston, Mass.

Paymaster—Charles H. Nawell, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Vermont Valley R. R. Co. of 1871.....	Brattleboro, Vt.....	Bellows Falls, Vt.....	24	24
Total.....			24	24

Operated by the Boston & Maine Railroad as Agents, under their lease of the Connecticut River Railroad Company. The Vermont Valley Railroad Company receiving gross earnings, less operating expenses and taxes.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding	Dividends Declared During Year.	
					Rate.	Amount.
Capital Stock: Common.....	20,000	\$50	\$1,000,000	\$1,000,000	6%	\$60,000
Total.....	20,000		\$1,000,000	\$1,000,000		\$60,000

Manner of Payment for Capital Stock.	Number of shares Issued Dur- ing Year.	Cash Real- ized on Amount Is- sued Dur- ing Year.	Total Num- ber of Shares Issued.	Total Cash Realized.	Remarks.
Issued for Cash: Com- mon.....			20,000	\$1,000,000	
Total.....			20,000	\$1,000,000	

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage.....	1890	1910	\$800,000	\$800,000	\$800,000	\$800,000	5%	April and Oct.	\$40,000	\$40,000
Grand Total.....			\$800,000	\$800,000	\$800,000	\$800,000			\$40,000	\$40,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$800,000	\$800,000	\$40,000	\$40,000
Total.....	\$800,000	\$800,000	\$40,000	\$40,000

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Due from Solvent Companies and Individuals.....	\$119,223 96
Total	\$119,223 96

Current Liabilities Accrued to and Including June 30, 1893.

Loans and Bills Payable.....	\$45,000 00
Audited Vouchers and Accounts.....	55,315 86
Balance—Cash Assets	18,908 10
Total.....	\$119,223 96

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$1,000,000	\$1,000,000	24	\$46,666 66
Bonds.....	800,000	800,000	24	33,333 33
Total.....	\$1,800,000	\$1,800,000		\$75,000

B. For Mileage Operated by Road making this report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Vermont Valley Railroad.....	\$1,000,000	\$800,000	\$100,315 86	\$1,900,315 86	24	\$79,179 83
Total.....	1,000,000	\$800,000	\$100,315 86	\$1,900,315 86		\$79,179 83

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year, Included in Operating Expenses.	Expenditures During Year, Charged to Construction or Equipment.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
Construction:					
Other Real Estate.....	*\$1,101 00				
Bridges and Trestles.....	*5,000 00				
Total Construction.....	\$6,101 00		\$1,000,478 76	\$994,377 76	\$41,432 40
Equipment:		\$531 00			
Freight Cars, Caboose.....		\$531 00	\$82,307 87	\$82,838 87	\$3,451 64
Total Equipment.....					
Grand Total Cost Construc- tion, Equipment, Etc.....	\$6,101 00	\$531 00	\$1,082,786 63	\$1,077,216 63	\$44,884 04

*Charged from construction account to operating expenses.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$201,652 78	
Less Operating Expenses.....	136,922 57	
Income from Operation.....		\$64,730 21
Dividends on Stocks owned.....	\$40,000 00	
Miscellaneous Income—less Expenses.....	4,762 01	
Income from Other Sources.....		\$44,762 01
Total Income.....		\$109,492 22
Deductions from Income:		
Interest on Funded Debt accrued....	\$40,000 00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for.....	4,136 44	
Taxes.....	5,107 23	
Total Deductions from Income.....		49,243 67
Net Income.....		\$60,248 55
Dividends, 6 per cent, Common Stock.....	\$60,000 00	
Total.....		\$60,000 00
Surplus from Operations of Year ending June 30, 1893.....		\$248 55
Surplus on June 30, 1892.....		95,876 18
Surplus on June 30, 1893.....		\$96,124 73

EARNINGS FROM OPERATION.

Item)	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue, including Ex. Baggage.....	\$88,604 54		
Less Repayments:			
Tickets Redeemed.....		\$20 80	
Excess Fares Refunded.....		110 00	
Total Deductions.....		\$130 80	
Total Passenger Revenue.			\$88,473 74
Mail.....			5,944 44
Express.....			3,360 00
Total Passenger Earnings.			\$97,778 18
Freight:			
Freight Revenue	\$103,715 07		
Less Repayments:			
Overcharge to shippers.....		\$415 85	
Other Repayments.....		2,024 62	
Total Deductions		2,440 47	
Total Freight Revenue....			103,274 60
Total Freight Earnings....			\$103,274 60
Total Passenger and Freight Earnings.....			\$201,052 78
Other Earnings from Operation:			
Rents from Tracks, Yards, and Terminals.....			600 00
Total other Earnings.....			\$600 00
Total Gross Earnings from Operation.....			\$201,652 78

OPERATING EXPENSES—*Continued.*

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Station Supplies.....	\$599 21	\$539 98	\$1,139 19
Car Mileage—Balance.....	3,655 63	9,572 68	13,228 31
Total.....	\$29,257 53	\$37,209 34	\$66,466 87
General Expenses:			
Salaries of Officers.....	3,455 44	3,113 84	6,569 28
Agencies, including Salaries and Rent.....	222 04	200 09	422 13
Advertising.....			
Insurance.....	243 91	219 79	463 70
Rents for Tracks, Yards, and Terminals.....	1,051 91	947 92	1,999 83
Legal Expenses.....	72 06	64 94	137 00
Stationery and Printing.....	577 59	520 49	1,098 08
Other General Expenses.....	258 54	232 98	491 52
Total.....	\$5,881 49	\$5,300 05	\$11,181 54
Recapitulation of Expenses:			
Maintenance of Way and Struc- tures.....	24,261 81	21,863 32	46,125 13
Maintenance of Equipment.....	4,344 08	8,804 95	13,149 03
Conducting Transportation.....	29,257 53	37,209 34	66,466 87
General Expenses.....	5,881 49	5,300 05	11,181 54
Grand Total.....	\$63,744 91	\$73,177 66	\$136,922 57

Percentage of Expenses to Earnings—Entire Line, 67.90.

RENTALS PAID.

For tracks situated at Brattleboro, Vt., owned by Central Vermont Railroad Company, \$1,999.83.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.		Assets.	June 30, 1893. Total.	Year Ending June 30, 1893.	
Item.	Total.			Increase.	Decrease.
	\$1,000,478 76	Cost of Road.....	\$994,377 76		
	82,397 87	Cost of Equipment.....	82,838 87	\$531 00	\$6,101 00
	800,000 00	Stocks of other companies owned.	800,000 00		
	114,982 71	Cash and Current Assets.....	119,223 96	4,241 25	
	\$1,997,769 34	Grand Total.....	\$1,996,440 59	\$4,772 25	\$6,101 00
June 30, 1892.		Liabilities.	June 30, 1893. Total.	Year Ending June 30, 1893.	
Item.	Total.			Increase.	Decrease.
	\$1,000,000 00	Capital Stock.....	\$1,000,000 00		
	800,000 00	Funded Debt.....	800,000 00		
	101,893 16	Current Liabilities.....	100,315 86		\$1,577 30
	95,876 18	Profit and Loss.....	96,124 73	\$248 55	
	\$1,997,769 34	Grand Total.....	\$1,996,440 59	\$248 55	\$1,577 30

CONTRACTS AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN THE STATE OF VERMONT.

American Express Company, express privilege, \$3,360 per annum.

United States Post-office Department, carrying mails, \$5,944.44 per annum.

SECURITY FOR FUNDED DEBT.

First mortgage, on road from Brattleboro, Vt., to Bellows Falls, Vt., 24 miles. Amount of mortgage per mile of line, \$33,333.33.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	127,425			
Number of passengers carried one mile.....	2,739,946			
Average distance carried. ..	21.50			
Total passenger revenue....		88,473	74	
Average amount received from each passenger.....			69	4.32
Average receipts per passenger per mile			3	2.29
Estimated cost of carrying each passenger one mile..			2	3.27
Total passenger earnings....		97,778	18	
Passenger earnings per mile of road.....		4,074	09	0.83
Passenger earnings per train mile.....		1	44	1.11
Freight Traffic:				
Number of tons carried of freight earning revenue..	438,446			
Number of tons carried one mile	10,469,626			
Average distance haul of one ton.....	23.879			
Total freight revenue.....		103,274	60	
Average amount received for each ton of freight....			23	5.55
Average receipts per ton per mile.....				9.86
Estimated cost of carrying one ton one mile.. ..				6.99
Total freight earnings.....		103,274	60	
Freight earnings per mile of road.....		4,308	10	8.33
Freight earnings per train mile.....		1	68	7.14
Passenger and Freight:				
Passenger and freight revenue.....		191,748	34	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight reve- nue per mile of road.....		7,989	51	2.50
Passenger and freight earnings per mile of road.....		201,052	78	
Gross earnings from operation per mile of road.....		8,377	19	9.17
Gross earnings from operation per mile of road.....		201,652	78	
Expenses.....		8,402	19	9.17
Expenses per mile of road....		136,922	57	
		5,705	10	7.09
Train Mileage:				
Miles run by passenger trains.	67,849			
Miles run by freight trains...	61,213			
Total Mileage Trains Earning Revenue	129,062			
Miles run by switching trains.	19,451			
Miles run by construction and other trains.....	3,146			
Grand Total Train Mile- age.....	151,659			

Salaries of Employees, and Freight Traffic Movement cannot be given.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	3	3	3	Westinghouse.		
Freight.....	3	3				
Total Locomotives.....	2	6	3			
Cars in Passenger Service:						
First-class Passenger Cars.....	1	1	1	Westinghouse.	1	Miller.
Baggage, Express and Postal Cars..	1	1	1	"	1	"
Total.....		2	2		2	
Cars in Freight Service:						
Box Cars.....	17	17				
Flat Cars.....	2	2				
Total.....	9	19				
Cars in Company's Service:						
Caboose Cars.....	5	5				
Other Road Cars.....	1	1				
Total.....	6	6				
Total Cars Owned.....	3	27	2		2	
Grand Total Cars.....	3	27	2		2	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
Miles of single track...	24.00		24.00		24.00
Miles of yard track and sidings.....	5.10		5.10	.03	5.07
Total Mileage Operated (all tracks)..	29.10		29.10	.03	29.07

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.	
				Iron.	Steel.
Vermont	24		24		24
Total Mileage Operated (single track.	24		24		24

Mileage Owned by Road Making this Report: 24 miles; in Vermont; all steel rails. Total Mileage Owned (single track), 24 miles.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel:	119	70 lbs.	\$32 90	Chestnut.....	3,771	45 cents.
				Chestnut.....	8,000	40 "
Total Steel....	119		\$32 90	Total.....	10,771	41.3 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Coal—Based on 2,000 lbs. per ton: Total fuel consumed, bituminous coal, 5,147 tons; miles run, 151,659; average pounds consumed per mile, 67 $\frac{83}{100}$; average cost at distributing point, \$3.44.

No accidents to persons during the year.

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges:											
Stone.....	3	171		12		73		Overhead Highway Crossings:			
Iron.....	5	1,077		16		206		Bridges.....	2	18	
Wooden.....	1	25		25		25		Total	2		
Total.....	9	1,273									
Tunnels.....	1	279		279		279					

Gauge of Track: 4 feet, 8½ inches. 24 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
24		Western Union Telegraph Company.	Western Union Telegraph Company.

COMMONWEALTH OF MASSACHUSETTS, } ss :
County of Suffolk.

We, the undersigned, James H. Williams, President, and Wm. J. Hobbs, General Auditor of the Vermont Valley Railroad Company of 1871, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JAMES H. WILLIAMS,
President.

WM. J. HOBBS,
General Auditor.

Subscribed and sworn to before me
this 28th day of October, 1893.

DOUGLAS FRAZAR,
Justice of the Peace.

ANNUAL REPORT
OF THE
WOODSTOCK RAILWAY COMPANY,
FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Woodstock Railway Company.

Date of organization: July 1st, 1890.

Organized under the General Laws of the State of Vermont.

Not a consolidated company.

Reorganized as Woodstock Railway Company, special charter, State of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. N. Billings.....	Woodstock, Vt.....	Elected Annually.
Lewis Pratt.....	Woodstock, Vt.....	
John J. Dewey.....	Quechee, Vt.....	
F. S. McKenzie.....	Woodstock, Vt.....	
W. C. French.....	Woodstock, Vt.....	
J. Foster Rhoades....	Chicago, Ill.....	
Norman Williams.	Chicago, Ill.....	

Total number of stockholders at date of last election: 44.

Date of last meeting of stockholders for election of directors: 2d Wednesday in September, 1892.

Post-office address of general office: Woodstock, Vt.

Post-office address of operating office: Woodstock, Vt.

OFFICERS.

President—F. N. Billings, Woodstock, Vt.

Vice-President—John J. Dewey, Woodstock, Vt.

Secretary, Treasurer—J. G. Porter, Woodstock, Vt.

Auditors—Lewis Pratt, W. S. Dewey, Woodstock, Vt.

General Superintendent—J. G. Porter, Woodstock, Vermont.

Traffic Manager—J. G. Porter, Woodstock, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Woodstock Railway Company.....	Woodstock.....	White River Junction.	13.88	
		Total Mileage Operated.....	13.88	

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock:						
Common.....	2,500	\$100 00	\$250,000 00	\$250,000 00		

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Reorganization—Common: Total number shares issued, 2,500.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Woodstock Railway Company.....	Woodstock.....	White River Junction.	13.88	
		Total Mileage Operated.....	13.88	

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock:						
Common.....	2,500	\$100 00	\$250,000 00	\$250,000 00		

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Reorganization—Common: Total number shares issued, 2,500.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$3,890 97
Total.....	\$3,890 97

Current Liabilities Accrued to and Including June 30, 1893.

Balance—Cash Assets.....	\$3,890 97
Total.....	\$3,890 97

Materials and Supplies on hand, \$1,733.95.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$250,000 00	\$250,000 00	13.88	\$18,011 52
Total	\$250,000 00	\$250,000 00	13.88	\$18,011 52

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Woodstock Railway Com- pany.....	\$250,000		\$250,000	14.88	\$18,011 52
Total.....	\$250,000		\$250,000	14.88	\$18,011 52

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost Per Mile.
Road built by contract.....	\$250,000 00	\$250,000 00	\$18,011 52
Total Construction.....	\$250,000 00	\$250,000 00	\$18,011 52
Equipment:			
2 Locomotives.....	9,540 00	9,540 00	
2 Passenger Cars.....	4,385 00	4,385 00	
1 Baggage, Express and Postal Car.....	2,400 00	2,400 00	
1 Combination Car.....	1,000 00	1,000 00	
2 Freight Cars.....	500 00	500 00	
Total Equipment.....	\$17,825 00	\$17,825 00	\$1,984 22
Grand Total Cost Construction, Equipment, Etc.....	\$267,825 00	\$267,825 00	\$19,295 74
Total Cost Construction, Equipment, Etc., State of Vermont.....	\$267,825 00	\$267,825 00	\$19,295 74

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$29,802 47	
Less Operating Expenses.....	22,386 02	
Income from Operation		\$7,416 45
Total Income.....		\$7,416 45
Taxes.....	\$774 94	
Total Deductions from Income.....		774 94
Net Income.....		\$6,641 51
Surplus from Operations of Year ending June 30, 1893.....		\$6,641 51
Surplus on June 30, 1892.....		16,808 41
Surplus on June 30, 1893.....		\$23,449 92

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$12,453 46	
Total Passenger Revenue.....		\$12,453 46
Mail.....		716 08
Express.....		720 00
Total Passenger Earnings.....		\$13,889 54
Freight:		
Freight Revenue.....	\$15,912 93	
Total Freight Revenue.....		15,912 93
Total Freight Earnings.....		\$15,912 93
Total Passenger and Freight Earnings...		\$29,802 47
Total Gross Earnings from Operation— Vermont.....		\$29,802 47
Total Gross Earnings from Operation— Entire Line.....		\$29,802 47

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$1,135 52	\$3,406 58	\$4,542 10
Renewals of Rails.....	297 20	891 62	1,188 82
Renewals of Ties.....	390 87	872 62	1,163 49
Repairs of Bridges and Culverts	35 37	106 12	141 49
Repairs of Fences, Road-cross- ings, Signs and Cattle Guards	20 93	62 78	83 71
Repairs of Buildings—The New Station.....	4,000 00	594 22	4,594 22
Other Expenses.....	3 87	11 63	15 50
Total.....	\$5,783 76	\$5,945 57	\$11,729 33
Maintenance of Equipment:			
Repairs and renewals of Passen- ger Cars.....	200 00		200 00
Other Expenses.....	7 55	23 66	30 21
Total.....	\$207 55	\$23 66	\$230 21
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	404 00	1,312 00	1,616 00
Fuel for Locomotives.....	810 06	2,430 19	3,240 25
Water supply for Locomotives..	3 25	9 75	13 00
Wages of other Trainmen.....	288 17	864 53	1,152 70
Wages of Station Agents, Clerks, and Laborers.....	723 33	1,444 67	2,167 00
Car Mileage—Balance.....		167 02	167 02
Loss and Damage.....		2 75	2 75
Total.....	\$2,237 81	\$6,130 91	\$8,358 72

OPERATING EXPENSES—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers.....	\$287 50	\$862 50	\$1,150 00
General Office Expenses and Supplies.....	3 00	9 00	12 00
Advertising.....	3 00	9 00	12 00
Insurance.....	44 21	132 62	176 83
Rents for Tracks, Yards, and Terminals.....	125 00	375 00	500 00
Stationery and Printing.....	40 48	121 45	161 93
Other General Expenses.....	13 75	41 25	55 00
Total.....	\$516 94	\$1,550 82	\$2,067 76
Recapitulation of Expenses :			
Maintenance of Way and Struc- tures.....	5,783 76	5,945 57	11,729 33
Maintenance of Equipment..	207 55	22 66	230 21
Conducting Transportation.	2,227 81	6,130 91	8,358 72
General Expenses.....	516 94	1,550 82	2,067 76
Grand Total.....	\$8,736 06	\$13,649 96	\$22,386 02
Percentage of Expenses to Earn- ings—Entire Line.....			75.12

RENTALS PAID FOR LEASE OF OTHER PROPERTY.

A rental of \$500 is paid to the Central Vermont Railroad Company for the use of its tracks, round house and passenger station at White River Junction.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Total.	Year End- ing June 30, 1893. Increase.
\$250,000 00	Cost of Road.....	\$250,000 00	
17,825 00	Cost of Equipment.....	17,825 00	
88 19	Cash and Current Assets.....	3,890 97	
	Other Assets :		
2,995 22	Materials and Supplies.....	1,733 95	
\$270,908 41	Grand Total.....	\$273,449 92	\$2,541 51

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Liabilities.	June 30, 1893. Total.	Year End- ing June 30, 1893. Increase.
\$250,000 00	Capital Stock.....	\$250,000 00	
4,100 00	Current Liabilities.....		
16,808 41	Profit and Loss.....	23,449 92	
\$270,908 41	Grand Total.....	\$273,449 92	\$2,541 51

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN STATE OF VERMONT.

American Express Company, \$60 per month.

U. S. Post-Office Department pays, under present compensation, \$716.08 per year for carrying mails.

Traffic arrangements to central points with Central Vermont Railroad and Boston and Maine as to tariffs, copies of which we furnished Interstate Commerce Commission.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	1	313	\$1,150 00	\$3 67
Station Agents.....	5	1,565	2,167 00	1 38
Enginemen.....	2	353	969 80	2 60
Firemen.....	2	353	615 45	1 65
Conductors.....	1	313	638 95	2 04
Other Trainmen.....	2	363	544 50	1 50
Section Foremen.....	3	900	1,404 12	1 56
Other Trackmen.....	9	2,240	2,799 25	1 25
Total (Including "General Officers").....	25	6,400	\$10,289 07	
Less "General Officers"	1	313	1,150 00	
Total (Excluding "General Officers").....	24	6,087	\$9,139 07	
Distribution of Above:				
General Administration...	1	313	1,150 00	\$3 67
Maintenance of Way and Structures.....	12	3,140	4,203 37	1 34
Conducting Transporta- tion.....	12	2,947	4,935 70	1 67
Total (Including "General Officers").....	25	6,400	\$10,289 07	
Less "General Officers"	1	313	1,150 00	
Total (Excluding "General Officers").....	24	6,087	\$9,139 07	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	20,580			
Number of passengers carried one mile.....	336,570			
Average distance carried.....	16.35			
Total passenger revenue.....		12,453	46	
Average amount received from each passenger.....			60	5.12
Average receipts per passenger per mile.....			03	7.00
Estimated cost of carrying each passenger one mile.....			02	5.95
Total passenger earnings.....		13,889	54	
Passenger earnings per mile of road.....		1,000	68	
Passenger earnings per train-mile.		2	41	5.57
Freight traffic:				
Number of tons carried of freight earning revenue.....	14,746			
Number of tons carried one mile	171,588			
Average distance haul of one ton	11.64			
Total freight revenue.....		15,912	93	
Average amount received for each ton of freight.....		1	07	9.16
Average receipts per ton per mile.....			09	2.74
Estimated cost of carrying one ton one mile.....			07	9.55
Total freight earnings.....		15,912	93	
Freight earnings per mile of road		1,146	46	4.77
Freight earnings per train-mile.			92	2.49
Passenger and Freight:				
Passenger and freight revenue..		28,366	39	
Passenger and freight revenue per mile of road.....		2,043	68	8.00

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars,	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earnings.		29,802	47	
Passenger and freight earnings per mile of road.....		2,147	15	2.02
Gross earnings from operation..		29,802	47	
Gross earnings from operation per mile of road.....		2,147	15	2.02
Expenses.....		22,386	02	
Expenses per mile of road.....		1,612	82	4.20
Train Mileage:				
Miles run by mixed trains—esti- mated.....	23,000			
Mileage of loaded freight cars— East.....	11,655			
Mileage of loaded freight cars— West.....	11,655			
Mileage of empty freight cars— East.....	3,885			
Mileage of empty freight cars— West.....	3,885			
Average number of freight cars in train.....	1.77			
Average number of loaded cars in train.....	1.33			
Average number of empty cars in train.....	.44			
Average number of tons of freight in train.....	11.78			
Average number of tons of freight in each loaded car....	8.86			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and Other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain.....		2,491	2,491	16.90
Flour.....		475	475	03.22
Cotton.....		5	5	00.04
Fruit and Vegetables....	20	40	60	00.41
Products of Animals:				
Live Stock.....	146	5	151	01.02
Dressed Meats.....	2	3	5	00.03
Poultry, Game and Fish..	4		4	00.03
Wool.....		60	60	00.41
Hides and Leather.....	12	12	24	00.16
Products of Mines:				
Anthracite Coal.....		2,523	2,523	17.11
Salt.....		55	55	00.37
Products of Forest:				
Lumber.....	1,823	272	2,095	14.21
Manufactures:				
Petroleum and other Oils		172	172	01.16
Sugar.....	15	75	90	00.61
Soap.....		50	50	00.34
Castings and Machin- ery.....	50	20	70	00.48
Agricultural Implements.	10	20	30	00.20
Wagons, Carriages, Tools, etc.....		20	20	00.13
Household Goods and Furniture.....	10	15	25	00.17
Fertilizers.....		100	100	00.69
Merchandise, Woolen Goods	425		425	02.88
Miscellaneous: Other com- modities not mentioned above.....	1,000	4,816	5,816	39.43
Total Tonnage—Vermont	3,517	11,229	14,746	100.00
Total Tonnage — Entire Line.....	3,517	11,229	14,746	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....						
Freight.....		2	2	Westinghouse		
Switching.....						
Total Locomotives.....		2	2			
Cars in Passenger Service:						
First-class Passenger Cars.....		2	1	Westinghouse	2	Miller.
Combination Passenger Cars.....		1	1	"	1	"
Baggage, Express, and Postal Cars.....		1	1	"	1	"
Total.....		4	3		4	
Cars in Freight Service:						
Box Cars.....		1	1	Westinghouse.		
Flat Cars.....		1				
Total.....		2	1			
Total Cars Owned.....		6	4		4	

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.	
	Main Line.		Iron.	Steel.
Miles of single track.....	13.88	13.88	8.97	4.91
Miles of yard track and sidings...	1.12			
Total Mileage Operated (all tracks).....	15.00			

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.	RAILS.	
	Main Line.	Iron.	Steel.
Vermont.....	13.88	8.97	4.91
Total Mileage Operated (single track).....	13.88		

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	13.88	8.97	4.91
Total Mileage Owned (single track).....	13.88		

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distribut- ing Point.	Kind.	Number.	Average Price at Distributing Point
None.	None.			Oak.....	133	\$.28
				Tamarack.....	1,090	.39
				Hemlock	1,090	.35
				Cedar.....	1,090	.39
				Total.....	3,403	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger		503.16	307		707.83	23,000	61.55
Freight.....							
Switching.....							
Construction							
Total.....		503.16	307		707.83	23,000	61.55
Average Cost at dis- tributing point..		\$4 03	\$4 00				

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges :											
Wooden.....	7	400		25		350	3	Overhead Highway Crossings.....	1	17	6
Total.....	7	400									

Gauge of Track : 4 feet, 8½ inches. 13.88 miles.

CAR MILEAGE.

Individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

Central Vermont Railroad Company.
Boston and Maine Railroad.
Fitchburg Railroad.
National Despatch Line.
White Line and Transit Company.
Red Line Transit Company.
Blue Line Transit Company.
Grand Trunk Railway.
Cincinnati, Hamilton and Dayton Transit.
Delaware, Lackawanna and Western.
Great Eastern Line.
New York Central Railroad.
Richmond and Danville.
Central Pacific Railway.
Union Line.
Michigan Central Railroad.
Pennsylvania Railway System.
Quebec Railway.
Delaware and Hudson Canal Company.
C., C., C. and St. L. Railway.
Illinois Central Railroad.
Connecticut River Railroad.
Concord and Montreal Railroad.
New York, Ont. and Western Railroad.
Lake Shore and Michigan Southern Railway.
New York, Pennsylvania and Ohio Railroad.
Missouri Pacific Railway.
Great Northern Line.
Canada Atlantic.
Maine Central Railroad.
M., St. Paul and Ste. Marie.
Old Colony.
New York, New Haven and Hartford Railroad.
Montpelier and Wells River Railroad.
Lamoille Valley.
B., R. and Pittsburg Railroad.
T., P. and W. Railroad.
Providence, Worcester and Boston Railroad.
Inter-Colonial Railway.
Canada Southern Railway.
Boston and Albany.
Chicago and Grand Trunk.

STATE OF VERMONT, }
County of Windsor. } ss :

I, the undersigned, J. G. Porter, Treasurer of the Woodstock Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

J. G. PORTER, *Treasurer.*

Subscribed and sworn to before me
this 30th day of September, 1893.

LEWIS PRATT, *Notary Public.*

APPENDIX.

THE
GENERAL LAWS OF VERMONT,
RELATING TO RAILROADS,
BEING
CHAPTERS 154, 155, 156, 157 & 158 OF THE REVISED
LAWS OF 1880, AND ACTS PASSED AT
SESSIONS OF THE GENERAL
ASSEMBLY IN 1882, 1884,
1886, 1888, 1890 AND 1892.

RAILROADS.

CHAPTER 154.—General provisions.

CHAPTER 155.—Incorporation under general law.

CHAPTER 156.—Organization, stock, bonds and mortgages.

CHAPTER 157.—Construction and operation of the road.

CHAPTER 158.—Trustees and proceedings after foreclosure.

CHAPTER 154.

GENERAL PROVISIONS.

SECTION		SECTION	
3299.	Railroad companies subject to this title.	3302.	State may purchase franchise and property.
3300.	To whom the provisions of this title apply.	3303.	Contracts between companies; corporate property.
3301.	Adverse possession in railway gives no title.	3304.	Rights and liabilities not affected.
		3305.	Legislative control.

SEC. 3299. Railroad companies organized or incorporated under the laws of this State shall be subject to the provisions of this title so far as consistent with their respective charters.

SEC. 3300. The provisions of this title which impose upon a railroad corporation any duty, obligation or liability, shall apply to persons having the possession, control or management of a railroad or of the engines and cars running thereon, as lessees, assignees, trustees or in any other capacity.

SEC. 3301. No person shall acquire a title to lands belonging to a railroad corporation, where such lands lie within the limits of the roadway of such corporation, as recorded in the town clerk's office, by reason of any adverse possession thereof for more than fifteen years.

SEC. 3302. The State may, at any time during the continuance of the charter of a railroad corporation, after the expiration of twenty years from the opening of its railroad for use, purchase of the corpora-

tion the railroad, and the franchise, [property, rights and privileges of the corporation, by paying it therefor such sum as will re-imburse the amount of capital paid in, with a net profit thereon of ten per cent per annum from the time of the payment thereof by the stockholders to the time of such purchase.

SEC. 3303. Railroad companies in this State may make contracts and arrangements with each other, and with railroad corporations incorporated under the laws of other of the United States, or under the authority of the government of Canada, for leasing and running the roads of the respective corporations, or a part thereof, by either of their respective companies; and may contract for and hold in fee-simple, or otherwise, lands or buildings in this or other States for depot purposes and storing freight; and may purchase and hold such personal property as is necessary and convenient for carrying into effect the object of this section.

SEC. 3304. Nothing in this title shall affect rights or liabilities accrued previous to December first, A. D. 1850.

SEC. 3305. The provisions of this title shall at all times be subject to alteration, amendment or repeal by the General Assembly.

CHAPTER 155.

INCORPORATION UNDER GENERAL LAW.

SECTION		SECTION	
3306.	Articles of association.	3317.	Record required before taking land.
3307.	Subscribing to articles.		INCREASE OF CAPITAL STOCK.
3308.	Articles to be filed and recorded.	3318.	Stock may be increased; sanction required.
3309.	Subscribers and stockholders a corporation; powers.	3319.	Notice of meeting to sanction.
3310.	Change of location.	3320.	Proceedings to be minuted; certified copy to be recorded.
3311.	Effect of such change; change to be filed.		GENERAL PROVISIONS.
3312.	Opening books of subscription: first payment.	3321.	Copies of articles and affidavit made evidence.
3313.	One vote to a share; proxies.	3322.	This chapter not to apply to horse-railroads.
3314.	Railroads cannot subscribe.	3323.	Legislative control.
3315.	Majority of directors to reside in this State.		
3316.	Building of road, when to be begun and completed.		

SEC. 3306. Any number of persons not less than twenty-five, a majority of them being inhabitants of the State, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in conveyance of persons and property; and for that purpose may make and sign articles of association, stating the name of the company, which shall be a name not in use by another railroad company in the State, the places from and to which the road is to be constructed or maintained and operated, the length of such road as near as may be, and the name of each town and county through or into which it is made, or intended to be made; the amount of the capital stock of the company, which shall be divided into shares of one hundred dollars each, and shall not be less than ten thousand dollars for every mile of road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist; and the names and places of residence of the directors of the company, who shall be chosen from and by the persons subscribing to said articles of association, and shall manage its affairs for the first year and until others are chosen.

SEC. 3307. Each subscriber to the articles of association shall subscribe thereto his name, place of residence, and number of shares of stock he agrees to take in the company; but no subscriber shall be bound to pay beyond ten per cent of the amount of his subscription until a corporation is established under the provisions of this chapter.

SEC. 3308. When at least five thousand dollars of stock for every mile of the first twenty miles, if there are so many, of railroad proposed to be made is subscribed thereto, and one thousand dollars for every

mile thereafter, and ten per cent paid thereon in good faith and in cash to the directors named in the articles of association, and there is endorsed on such articles or annexed thereto, an affidavit made by a majority of the directors named therein, that such amount of stock has been in good faith subscribed, and ten per cent paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate such railroad, such articles of association with the endorsement and affidavit may be filed in the office of the Secretary of State, who shall endorse thereon the date when the same were filed and shall record the same in a book to be kept for that purpose in his office.

SEC. 3309. When the articles of association are thus filed the persons who have so subscribed and persons who become stockholders in the company, shall be a corporation in fact and in name, by the name specified in such articles; and as such may have succession by such corporate name for the period limited in such articles, or perpetually if no period is limited; may sue and be sued, complain and defend in courts of law or equity; may make and use a common seal, and alter the same at pleasure; may lay out, construct and maintain, for public use in the conveyance of persons and property, a railroad on the line designated in such articles of association; may take, hold, purchase, use and convey such real and personal estate as is necessary for the construction, maintenance and accommodations of such railroad, and its necessary structures, and as the purposes of the corporation require, not exceeding the amount, if any, limited in such articles or its by-laws; may take and convey persons and property on such railroad by the power of steam or of animals, or by any mechanical power, and receive compensation therefor, subject to the regulations provided by law; may erect and maintain convenient and necessary buildings, stations, fixtures and machinery for the accommodation of the passengers, freights and business on such railroads; may regulate the time and manner in which passengers and property shall be transported on such railroad, subject to regulations provided by law; may appoint such subordinate officers and agents as the business of the corporation requires, and allow them a suitable compensation; and may make by-laws, not inconsistent with law, for the management of the property of the corporation, the regulation of its affairs, and the transfer of its stock: and shall be deemed to be a railroad company or corporation, incorporated under the authority of the State, and as such shall have the powers, rights, franchises and privileges granted to or vested in railroad companies or corporations by law, and shall be subject to the provisions of law which affect railroad companies or corporations.

SEC. 3310. In the final location of such railroad a necessary or reasonable change of line may be made, although by such change the line

passes into towns not named in the articles of association, or does not pass through some of those named in such articles, while the general route and direction and the terminal points mentioned are observed; but such change in the line shall not be made by the company if it violates the conditions of the vote of a town, or of some subscription to render aid in the construction of such railroad, unless the assent of such town or of the party making such condition or subscription is first obtained.

SEC. 3311. The description of route made on the preliminary survey for such railroad, notwithstanding such necessary or reasonable change of line in the final location, shall be deemed a sufficient compliance with this chapter; and such change of line shall not invalidate the articles of association of such company, and the route, as changed, shall be filed with the Secretary of State as an amendment of the original articles of association.

SEC. 3312. When such articles of association and affidavit are filed and recorded in the office of the Secretary of State, as aforesaid, the directors may, if the whole of the capital stock of the company is not subscribed, open books of subscription to fill up the capital stock in such places and after giving such notice as they deem expedient, and may continue to receive subscriptions until the whole capital stock is subscribed. At the time of subscribing, every subscriber shall pay to the directors ten per cent of the amount subscribed by him in money; and no subscription shall be received or taken without such payment.

SEC. 3313. Every holder of stock in a company organized under this chapter shall be entitled to one vote, in person or by proxy, on each share of stock held by him.

SEC. 3314. No other railroad corporation shall subscribe for, take, or hold, directly or indirectly, stock or bonds of a railroad corporation organized under this chapter, unless specially authorized by the legislature.

SEC. 3315. A majority of the directors of a railroad established under this chapter shall be inhabitants of the State.

SEC. 3316. If a corporation formed under this chapter does not, within eighteen months after its articles of association are filed in the office of the Secretary of State, begin the construction of its railroad and expend thereon five per cent of the amount of its capital stock, or does not finish its railroad and put it in operation in seven years from the time of filing its articles of association, its corporate existence shall cease, except as to so much of the road as has been completed.

CHAPTER 156.

ORGANIZATION, STOCK, BONDS AND MORTGAGES.

SECTION

- 3324. Railroad company, a corporation as soon as chartered.
- 3325. Route to be designated in charter.
- 3326. Opening books for subscription.
- 3327. Stock distributed if subscription exceed it.
- 3328. First payment; security for further payment.
- 3329. Subscriptions to be absolute.
- 3330. Subscribers are members; right to vote.

GOVERNMENT, MEETINGS AND ELECTION OF OFFICERS.

- 3331. Board of directors.
- 3332. Election of first board.
- 3333. Directors to be elected annually.
- 3334. Not elected on day fixed, further time given.
- 3335. Meetings, how called and notified.
- 3336. President, clerk, and treasurer; official bonds. Majority of board may act.
- 3337. Name and place of business of clerk and treasurer to be returned to Secretary of State.
- 3338. Offices and books to be kept in this State; penalty.

PREFERRED AND GUARANTEED STOCK AND INCREASE OF STOCK.

- 3339. Preferred stock; issue, how ordered.

SECTION

- 3340. Notice of meeting for ordering issue.
- 3341. Original stockholders have first right to take.
- 3342. Holders of such stock can vote or hold office.
- 3343. Guaranteed stock may be issued, when.
- 3344. In increasing stock shares to be sold at par.

SHARES AND ASSESSMENTS THEREON.

- 3345. Shares are personalty; transfers; attachment and levy.
- 3346. Assessments; how notified.
- 3347. Sale of shares to pay assessments.
- 3348. Stockholder, liable for deficiency; entitled to surplus.
- 3349. Purchaser liable for subsequent assessments.

ISSUE OF BONDS.

- 3350. Company may issue and secure bonds.
- 3351. Bonds binding though sold at less than par.

MORTGAGES AND LEASES.

- 3352. Recording; copies.
- 3353. Mortgages of franchise and rolling stock.

SEC. 3324. A railroad corporation shall be a body corporate and politic, from the passing of the act of incorporation, so far as to authorize such corporation, after its organization, to enforce the payment of subscriptions to its capital stock, and the performance of contracts for the conveyance of real estate for the purposes of the road, although such subscriptions and contracts may have been made prior to the organization.

SEC. 3325. Every act of incorporation of a railroad company shall confine the road within the limits indicated by the notice required in section 119 [§ 129], shall specify the towns through which it may pass, and shall further designate the route on which the road is to be made with as much certainty as possible in each case.

STOCK SUBSCRIPTIONS AND VOTES.

SEC. 3326. The commissioners for opening books of subscription, named in an act of incorporation, shall from time to time, after the company is incorporated, open books of subscription to the capital stock of the company, in such places, and after giving such notice, as a majority of them direct, which books shall be kept open until the capital stock is subscribed, if the corporation exists so long.

SEC. 3327. If more stock is subscribed than the whole capital stock of the company, the commissioners shall distribute such capital stock as equally as possible among the subscribers, but no share shall be divided, nor shall a greater number of shares be allotted to a subscriber than he has subscribed for.

SEC. 3328. A person subscribing for stock shall pay to the commissioners, at the time of subscribing, five per cent on the amount of stock subscribed by him, and shall, if required by the commissioners, give security to their satisfaction for the payment of fifteen dollars more on each share, in such instalments as are ordered by the company.

SEC. 3329. Subscriptions for stock shall be payable absolutely, and no secret agreement, nor any understanding or condition not inserted in the terms of the subscription, shall affect the right of the corporation to enforce payment thereof.

SEC. 3330. Each subscriber for stock shall be a member of the company and at all meetings thereof shall be entitled to one vote for each share of stock held by him; but he shall not vote for any shares beyond one-tenth part of the whole number of shares of stock of the corporation.

GOVERNMENT, MEETINGS, AND ELECTION OF OFFICERS.

SEC. 3331. The immediate government of the affairs of such corporation shall be vested in a board of not less than five directors, who shall be chosen by the members of the corporation, and shall hold their offices until others are elected.

SEC. 3332. As soon as practicable after the stock or such portion thereof as is prescribed in the act of incorporation, is subscribed, the commissioners to receive subscriptions shall give at least ten days' notice for the meeting of the stockholders, at such time and place as they appoint, for the choice of directors, by publishing the same in such newspapers as they direct; and such elections shall then be made by ballot by the stockholders who attend either in person or by proxy. The commissioners shall be inspectors of the first election of directors, shall openly count the votes and declare the result, and shall certify the

SEC. 3346. The president and directors of a railroad corporation may, from time to time, make such equal assessments on the shares in the corporation as they deem necessary for the purposes of the corporation, but not to a greater amount than the sum at which the shares are fixed by its charter, or by the vote or agreement of the stockholders, and may direct the same to be paid to the treasurer, who shall give notice thereof to the stockholders, either personally or by letter through the mail, or by publication in such newspaper as the directors designate.

SEC. 3347. If a stockholder does not pay his assessments, for thirty days after such notice, the directors may order the treasurer, after giving notice of the sale, to sell the shares of such person at public auction to the highest bidder, and the same shall be transferred to the purchaser.

SEC. 3348. If such shares do not sell for a sum sufficient to pay the assessment, with interest and charges of sale, the delinquent stockholder shall be liable to the corporation for the deficiency; and if they sell for more than the assessment, so due, with interest and charges of sale, he shall be entitled to the surplus remaining after the sale.

SEC. 3349. The purchasers and owners of the shares so purchased shall be liable for subsequent assessments thereon, and payment thereof may be enforced as above provided.

ISSUE OF BONDS.

SEC. 3350. A railroad corporation, if it so votes at a meeting of its stockholders called for that purpose, may issue its notes or bonds in sums not less than one hundred dollars to raise money or to extinguish any debt or liability of the company, on time not to exceed thirty years, and at a rate of interest not to exceed seven per cent, and may secure them by a mortgage of its road or other property which it owns and any interest in railroad property.

SEC. 3351. Bonds or notes issued by such corporation or by the trustees and managers of railroad property shall be binding and collectible in law although negotiated and sold by such corporation or trustees and managers at less than par.

MORTGAGES AND LEASES.

SEC. 3352. Mortgages and leases of railroads, and assignments thereof, shall be recorded in the office of the clerk of each county through which the road passes, instead of the offices of the town clerks, and the same

when so recorded, and copies of such records shall have the same effect as if recorded in the offices of the town clerks of the towns through which such road passes.

SEC. 3353. Mortgages of railroad franchises, furniture, cars, engines, and rolling stock, when properly executed and recorded, shall vest in the mortgagee a mortgage interest in and lien upon such property, without delivery or change of possession; and for the purpose of mortgage, all such property shall be deemed part of the realty. But this section shall not prevent such furniture, cars, engines, and rolling stock from being attached by a person having a claim against the corporation owning such property, for an injury sustained on its road, by negligence of the corporation, or for services rendered, or materials furnished to keep said road in repair or to run the same, or for liabilities as common carriers, or for the loss of property while in the possession of said corporation; and such property, when so attached, may be taken, held, and disposed of as though said property had not been mortgaged.

CHAPTER 157.

CONSTRUCTION AND OPERATION OF THE ROAD.

SECTION

3354. Entry upon lands for preliminary survey.
3355. Location of road to be recorded.

RIGHT TO TAKE LAND.

3356. Lands, materials and water for road.
3357. Land for depot accommodations.
3358. Land without the road limits.

APPRAISAL OF DAMAGES.

3359. Appointment of commissioners.
3360. Notice of time and place of appraisal.
3361. Description of land and property.
3362. What estates in same land appraised separately.
3363. Notice and statement of appraisal; record.
3364. Payment or deposit of damages conveys property.
3365. If owner is a married woman, infant, idiot or lunatic.
3366. Appeal to county court.

PROCEEDINGS IN CHANCERY RESPECTING DAMAGES.

3367. Petition to chancellor; order to deposit damages.
3368. Notice required before final decree.
3369. Deposit of damages; sum invested.

OBSTRUCTION TO PRIVATE WAY.

3370. Damages to be paid; how ascertained.

RIGHT OF ACTION ON NON-PAYMENT OF DAMAGES, &c.

3371. Suit when property is taken without appraisal.
3372. Security from contractor; liability for wages.

CHANGES IN LOCATION.

3373. Changes may be made; to be recorded.
3374-3376. Land damages; reversion of land.

RIGHT TO ALTER HIGHWAY OR TURNPIKE.

3377. Laying road upon turnpike, way or bridge.
3378. Altering course of turnpike or way at crossing.
3379. Alterations to be recorded.

SECTION

3380. Taking additional lands for such alterations.

CROSSING HIGHWAYS OR TURNPIKES.

3381. Turnpike or way crossing railroad.
3382. Railroad crossing turnpike or way.
3383. Repairs at crossing; liability for damage.
3384. When town may make repairs and recover expense.
3385. Contract between town and company, not affected.

SIGN BOARDS AT CROSSINGS.

3386. Sign boards to be kept at crossings.
3387. Bell to be rung or whistle blown.
3388. Penalty for violation of § 3386, 3387.

UNSAFE CROSSINGS.

3389. Petition and service; commissioners.
3390. Proceedings by commissioners and court.

OBSTRUCTING CROSSINGS.

3391. Fine for obstructing with engines or cars.
3392. For not opening freight trains stopped on crossing.
3393. Company not to leave nuisance in highway.
3394. Liable for damages occasioned.
3395. Fine for leaving such nuisance.
3396. For obstructing sight of cars at crossing.
3397. For not removing such obstruction on notice.

CROSSING OR CONNECTING WITH ANOTHER RAILROAD.

3398. Railroads may cross or unite; compensation, points and manner.
3399. Terms of business connection.
3400. Appointments of commissioners; hearing and award.
3401. Reporting award to court; award confirmed, binding.
3402. Making connecting and competing road a party.
3403. Enforcing award; costs.
3404. Calling special term of court; judges' pay.

STOPPAGE OF TRAINS AT CROSSING.

3405. Engineman to stop engine and sound whistle.

- SECTION
3406. Engineman and company fined for non-compliance.

FARM CROSSINGS, CATTLE-GUARDS.

3407. Company shall construct and maintain.
3408. Commissioners, when parties disagree.

FENCES.

3409. Company to keep its road fenced.
3410. Or fence may be made at company's expense.
3411. Provision when land owner is to keep fence.
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SEC. 3354. A railroad corporation may cause such examinations and surveys for the proposed railroad to be made, as are necessary to the selection of the most advantageous route; and for such purpose, by their officers, agents and servants, may enter upon lands or waters of a person, but subject to responsibility for damages which they shall do thereto; but they shall make no entry for other purposes without the consent of the owner, until the damages are agreed upon by the parties, or ascertained and paid to the owner, or deposited as hereinafter directed.

SEC. 3355. Before a railroad corporation commences proceedings for the purpose of acquiring title to real estate or an interest therein, and

SEC. 3366. If the company, or the owner of land or property is dissatisfied with the decision of the commissioners, either party may, within ninety days after the date of award, appeal to the county court; and such court shall thereupon appoint three commissioners, one of whom shall be an inhabitant of the county in which such land or property is situated; and the decision of the court shall be final upon the report of said commissioners, and costs may, in the discretion of the court, be allowed to either party. But no appeal shall be taken by the corporation after deposit of the amount of the award, nor shall an appeal be taken by the landholder or owner after acceptance thereof.

PROCEEDINGS IN CHANCERY RESPECTING DAMAGES.

SEC. 3367. When a railroad corporation requires for roadway or building materials lands whose owner is unknown, or where there are conflicting claims to the title, or where such lands are encumbered by mortgages, attachments, or the levy of executions, or otherwise, such corporation, after having the damages appraised by the commissioners, may apply by petition to a chancellor, and such chancellor may, in his discretion, order the damages awarded by the commissioners to be deposited with the clerk of the court, or in a bank in the county where the land is situated, subject to the order of such person as the chancellor decides to be entitled to the same, or subject to the future order of a chancellor.

SEC. 3368. No final decree shall be made in such case until reasonable notice has been given to persons interested, when they are known and reside in the State, of the filing of the petition; and when the owners are unknown or reside without the State, such notice shall be given as the chancellor orders, by publication or otherwise.

SEC. 3369. On the deposit of the damages under the order of a chancellor, the title to the land shall vest in the corporation, subject to the right of appeal as in other cases; and if the sum so deposited remains for six months undemanded, a chancellor may order the same invested for the benefit of those interested.

OBSTRUCTION TO PRIVATE WAY.

SEC. 3370. When a railroad corporation in laying out, building, grading or making its road, obstructs the travel or means of access to a manufactory, mill, place of business or dwelling house, the corporation shall be liable to pay to the person thereby injured such reasonable compensation as the commissioners for determining railroad damages deem proper. The person so claiming to be damaged may apply in writing to the commissioners, setting forth such damage; and such ap-

plication, with a notice from the commissioners to the corporation of the time and place of hearing, shall be served on the corporation according to law

RIGHT OF ACTION ON NON-PAYMENT OF DAMAGES OR DEFAULT OF CONTRACTORS.

SEC. 3371. When a railroad company has entered upon and used land and real estate for the construction and accommodation of its railroad; and has, by its engineers, agents, or servants, entered upon land contiguous to the railroad, or the works connected therewith, and taken materials to use in the construction of its road, and has not paid the owner therefor, nor, within two years from such entry, had the damages appraised by commissioners, and an award made and delivered, a person claiming damages in such case may bring suit therefor, within six years after such entry, before a justice if the claim is not over two hundred dollars, otherwise in the county court; and a plea or notice of justification of the entry under the act incorporating the company, shall not bar the suit, but the plaintiff shall recover only his actual damages.

SEC. 3372. A railroad company shall require sufficient security from the contractors for the payment of labor performed in constructing the road by persons in their employ; and such company shall be liable, to the day laborers employed by the contractors, for labor actually performed on its road, if the person having such claim shall, in writing, within forty days after the performance of the labor, notify the engineer in charge of the section on which the labor was performed, that he has not been paid by the contractors.

CHANGES IN LOCATION.

SEC. 3373. A railroad corporation, after taking land for a portion of its road, may vary the direction of the road in the place where such land is situated, provided it does not thereby locate its road, or part thereof, without the limits prescribed by its act of incorporation; and it shall, before the time required by law for completing the road, file the location of the different parts of the road, when such variations are made, with the town clerks of the respective towns where such parts are situated, who shall record the same.

SEC. 3374. When a railroad corporation has paid, or become liable to pay, land damages for the location of its road, and afterwards changes such location and occupies other lands of the same land owner to whom damages have been paid or awarded, the land first located upon shall, on the completion of the subsequent location, revert to the land owner, and on the subsequent location the commissioners shall award such dam-

ages as under the circumstances are just; and if the damages awarded on the second location are less than those awarded on the first location, the corporation may recover the difference, if paid, from the land owner, and if awarded and not paid, may retain the difference, and shall not be liable to pay the same. If the damages on the first location have been assessed by the commissioners and an appeal taken therefrom is pending, the corporation shall pay the costs accrued in the appeal, and cause its new location to be recorded, before it takes the benefit of this section.

SEC. 3375. If the location of a railroad is changed after the payment of damages to a land owner, and no portion of the lands of such owner is taken from the new location, the lands taken for the first location shall revert to the owner, and the railroad company may recover from such land owner the amount so paid as damages, deducting therefrom the damages which accrued to him in consequence of locating the railroad across his lands, which shall be ascertained by the commissioners as provided for determining land damages upon the location of a railroad. But the land owner may, if he chooses, convey to the company the land so located upon, and retain the sum so awarded.

SEC. 3376. If the location of the road has been changed, as mentioned in the preceding section, and the damages have been awarded and not paid, the land first located upon shall revert to the owner thereof, and the corporation shall not be required to pay the sum so awarded, but shall pay to the owner the damages which have accrued to him by reason of such location, to be determined by the commissioners.

RIGHT TO ALTER HIGHWAY OR TURNPIKE.

SEC. 3377. When it is necessary for a railroad corporation to lay out its road upon, or by the side of a turnpike or way, or upon a bridge owned by a town or turnpike corporation, the railroad corporation shall give notice thereof to one of the directors of the turnpike, or to one of the selectmen of the town; and if the railroad corporation cannot agree with the selectmen, or with the turnpike directors, on a road to be worked or a bridge to be built by the railroad corporation, in place of such road or bridge, or on the amount of damages, the commissioners' appointed to appraise land damages for the railroad corporation shall direct the corporation to build such road or bridge, as a substitute for the road or bridge so located upon, as the interest of the public and the parties requires; and upon the construction of such road or bridge, the road or bridge so located upon shall vest in the corporation. And a railroad corporation, turnpike corporation, town, or individual, owning land adjacent to said road or bridge, so entered upon, crossed, or altered, shall have the same right of appeal from the decision of the selectmen or commissioners, as is provided for in section 3184 [§3366].

SEC. 3378. A railroad corporation may alter the course of a turnpike or other way where it is crossed by its railroad, for the purpose of facilitating the crossing of the same, if it can agree with the selectmen of the town in which such way is situated or the directors of the turnpike corporation as to such alterations or the manner of crossing. If it cannot agree, the commissioners named in the preceding section shall determine the same.

SEC. 3379. Alterations made in a turnpike or way under sections 3195, 3196, and 3200 [§§ 3377, 3378, 3382,] shall, if made by said commissioners, be signed by them, and, if agreed upon by the parties, shall be signed by the turnpike directors or selectmen of the town, and duly recorded in the town clerk's office.

SEC. 3380. Such railroad corporation may take such additional lands for the purposes mentioned in the three preceding sections as said commissioners judge necessary. Unless the lands so taken are purchased or voluntarily given, compensation therefor shall be determined by the commissioners, as in other cases, and made by the railroad corporation to the owners and persons interested in the lands; and when compensation is made, the same shall become part of such turnpike or way, and may be held for highway purposes. And said land owners and said corporation shall have the same right of appeal as in other cases of land damages.

CROSSING HIGHWAYS OR TURNPIKES.

SEC. 3381. If, after laying out and making a railroad, a turnpike road or other way is so laid out as to cross said railroad, the turnpike road or other way may be so made as to pass under or over the railroad, and shall be so made as not to obstruct or injure it.

SEC. 3382. A railroad may be so laid out as to cross a turnpike or way, and the corporation may raise or lower the turnpike or way, for the purpose of having its railroad pass over or under it.

SEC. 3383. When a railroad company has constructed a railroad across a public highway by passing upon, over or under the traveled path thereof, the corporation shall keep in good and sufficient repair and rebuild, when necessary, bridges, culverts, crossings, and other constructions made for the accommodation, safety and convenience of the public travel on the highway, over, under or upon such railroad. And a railroad corporation so constructing a railroad across a highway, shall be liable to the town within whose limits the crossings are for damages occasioned to such town by reason of such corporation's not complying with the provisions of this section; and such liability shall extend to expenses incurred by the town in connection with actions

against it by reason of such non-compliance. The liability of the corporation shall continue although the railroad has been abandoned unless the selectmen of the town, in writing, consent that the company be released therefrom, and cause such written consent to be recorded in the record of deeds in the town clerk's office in the town, or unless the company or its assigns restore such crossing to its original state of usefulness and permanency.

SEC. 3384. If the selectmen of a town in which such crossing is, are of opinion that such bridge, culvert, crossing, or other constructions require repairing or rebuilding in order to be safe for travel thereon, they may notify the corporation, whose duty it is made by this chapter to repair or rebuild the same, thereof, by leaving a written notice to that effect with either the person acting as president, or the superintendent of such road, or the clerk of said corporation. And if such corporation does not repair or rebuild the same for one month after such notice, the town may repair or rebuild the same, and recover the expense thereof of the corporation, in an action of general assumpsit for work and labor done, with costs.

SEC. 3385. Nothing in the two preceding sections shall interfere with an express contract made by a railroad corporation and a town relative to keeping in repair or rebuilding any such bridge, culvert, crossing or other construction.

SIGNBOARDS AT CROSSINGS.

SEC. 3386. A railroad corporation shall cause boards to be placed, well supported by posts or otherwise, and maintained, across each public road or street, where the same is crossed by the railroad on the same level. The boards shall be elevated so as not to obstruct the travel, and so as to be easily seen by travelers; and on each side of the boards shall be painted in capital letters, of at least the size of twelve inches each, the words, "LOOK OUT FOR THE ENGINE."

SEC. 3387. A bell, of at least thirty pounds weight, shall be placed on each locomotive engine, and be rung at the distance of at least eighty rods from the place where the railroad crosses a road or street, on the same grade, and be kept ringing until it has crossed such road or street; or the steam whistle may be blown instead of ringing said bell.

SEC. 3388. If a railroad corporation unreasonably neglects or refuses to comply with the provisions of the two preceding sections, it shall forfeit not exceeding one thousand dollars.

UNSAFE CROSSING.

SEC. 3389. When a railroad crosses a highway, and such crossing is considered dangerous to the public, three or more freeholders in the

town may apply by petition in writing to the supreme court for the county, and the petition, with a citation, shall be served on the corporation of such railroad, and the town in which the crossing is situated, at least twelve days before the session of the court; and the court shall appoint three disinterested freeholders as commissioners to inquire whether the crossing is dangerous to the public, and whether the same can be so made, by changing the location or otherwise, as to render it safe.

SEC. 3390. The commissioners shall act and report and the court make orders as in laying out a highway; and the court may order the town or the railroad to build the highway to and from such crossing, when established.

OBSTRUCTING CROSSING.

SEC. 3391. If a railroad corporation, or its servants or agents wilfully or negligently obstruct a public highway by their engines, tenders or cars, such corporation, servants or agents shall be fined not less than five dollars, nor more than twenty dollars.

SEC. 3392. A conductor or engineer of a freight train who allows said train to come to a stop and by so doing obstructs a public highway and refuses, immediately upon the stoppage of such train, to open a sufficient passage for carriages, by disconnection of cars, removal of train or otherwise, unless prevented by breakage of engine or other accident, shall forfeit not less than ten dollars nor more than fifty dollars, to be recovered, with costs, in an action founded on this statute, brought by any person before a justice, and the fine so collected shall be paid into the treasury of the town in which the offense is committed for the support of the poor.

SEC. 3393. No railroad company in this State or its servants or agents shall hereafter allow any handcar or other nuisance to be left on the railroad track, or at the side of said track, within the bounds of any highway crossed by said railroad.

SEC. 3394. Any railroad company violating section one of this act [§ 3393] shall be liable for all injuries and damages occasioned by reason of any horse or team becoming frightened thereby.

SEC. 3395. The servants or agents of any railroad corporation who violate the first section of this act [§. 3393] shall be fined not less than five dollars nor more than twenty dollars.

SEC. 3396. If a person leaves wood, lumber, or other material, on the line of a railroad or highway, at or near the crossing of a highway, so as to prevent or obstruct a sight of the cars when approaching the crossing, he shall be fined not less than five nor more than fifty dollars.

SEC. 3397. If a person does not remove such obstruction, after notice from one or more of the selectmen of the town in which the crossing is situated, he shall forfeit to such town not less than five nor more than fifty dollars for every twenty-four hours such obstruction remains there after.

CROSSING OR CONNECTING WITH ANOTHER RAILROAD.

SEC. 3398. A railroad corporation may cross or unite its railroad with any other railroad at any point in its route and upon the grounds of such other railroad company, with the necessary turnouts, sidings, switches and other conveniences; and if the two corporations cannot agree upon the amount of compensation to be made therefor or the points and manner of such crossings and connections, the same shall be determined by commissioners.

SEC. 3399. When a railroad enters upon, intersects or connects with another railroad, the managers of each of such connecting roads shall furnish to the other reasonable terms of connection, accommodations, privileges, and facilities, in the reception, transportation, and delivery of cars, passengers, baggage and freight, to and from each of such connecting roads, according to the usual course of railroad business, including the sale and reception of passenger tickets, and checking of baggage; and shall receive and transport such cars, passengers, baggage and freight at reasonable times, and on reasonable terms; and when a railroad is intersected by two or more railroads which are competing lines for business to or from the road so intersected, the managers of such road shall transport cars, passengers, baggage and freight to and from each of said intersecting roads on the same terms; and shall establish no rules, regulations, or terms of connection that will give to either of such competing roads an unreasonable advantage over the other; and if the managers of said roads cannot agree upon any of the terms aforesaid the same shall be determined by commissioners.

SEC. 3400. When it becomes necessary to appoint commissioners under either of the two preceding sections the supreme court in any county, upon the petition of either party, verified by oath and filed, and upon at least fifteen days' notice thereof by service upon the adverse party, shall appoint three disinterested commissioners, who shall upon due notice to parties in interest, hear such parties with their allegations and proofs, and with the least possible delay fix upon the terms, times, and manner of connection, and other particulars mentioned in said sections, to be afforded by the managers of the railroad so connected with, and shall make a written award therein; and in so doing shall have regard to the interest and convenience of the public.

SEC. 3401. Said commissioners shall report such award to the supreme court at the term thereof, in whatever county, next succeeding the making of such award, or to a special term appointed for that purpose, and to which such reports shall be directed to be made. Such award shall be confirmed, by the court, unless cause is shown to the contrary; and when so confirmed, shall be binding and conclusive upon the parties thereto, until altered or modified by another board of commissioners appointed as aforesaid upon petition of either party. But no such alteration shall be made within two years after making such award.

SEC. 3402. When a competing road mentioned in section 3214 [\$3399] is interested in the relief sought by such petition, or when upon hearing thereof it appears to the court that such competing road is so interested, the managers of such road shall be made a party to the petition, and service thereof made upon them as herein provided, before the appointment of commissioners, and they shall be heard before said commissioners and the court; and due regard to their rights and interests shall be had in the appointment of commissioners, and in the award and decision made upon the petition; and the judgment thereon shall be binding upon them so far as applicable and so far as it affects the relative rights of said competing roads in the premises, and to that extent shall be conclusive in a similar proceeding between the same parties, until modified as before provided.

SEC. 3403. The supreme court may in any county, or at the general term, make proper orders for carrying into effect such award, and for restraining violations thereof; and may enforce said orders by *mandamus*, or by the ordinary process of the court of chancery, and shall for that purpose have chancery powers; and it may allow to either party reasonable costs, and issue execution therefor. The compensation of the commissioners shall be paid by the parties, in such proportion as the court directs.

SEC. 3404. The chief judge of the supreme court may, upon application of either party to such petition, if in his judgment the interests of justice or of the public require it, appoint a special term of the supreme court, to be holden at such time and place, and to be composed of such judges, not less than three, as he designates, for the purpose either of appointing such commissioners, or of hearing a motion to confirm their award, or an application for necessary orders to enforce the same, or to restrain a violation thereof. Each judge attending such special term shall receive the sum of ten dollars for the time spent in going to and from and attending such term, with his reasonable expenses in so doing, which shall be paid by the parties to such petition in such proportion as the court directs.

STOPPAGE OF TRAINS AT CROSSING.

SEC. 3405. When a railroad is crossed by another railroad at grade, every engineman on either of the roads shall before reaching the crossing stop his engine at some point within one thousand feet therefrom, shall sound the whistle before starting and shall pass slowly over the crossing; but one stop shall be sufficient for all such crossings within one thousand feet of each other upon the same road.

SEC. 3406. An engineman who violates the provisions of the preceding section shall be fined one hundred dollars, and the corporation on whose road the offense is committed shall be fined the further sum of three hundred dollars; and one-fourth part of each penalty collected shall go to the person making the complaint.

FARM CROSSINGS. CATTLE GUARDS.

SEC. 3407. A railroad corporation shall construct and maintain farm crossings of the road for the use of the proprietors of lands adjoining the railroad, and cattle guards at all farm and road crossings sufficient to prevent cattle and animals from getting on the railroad.

SEC. 3408. If the parties cannot agree upon the plan, manner or number of the farm crossings, the same shall be determined by the commissioners; but if the cost of such farm crossings exceeds the value of the land to be accommodated thereby, the commissioners need not order such crossings to be made, but shall award reasonable damages in lieu thereof.

FENCES.

SEC. 3409. Each railroad corporation shall construct and maintain on the sides of its road, when completed and in running order, a good and sufficient fence.

SEC. 3410. If a railroad corporation does not construct and maintain a fence as required by this chapter any person aggrieved may construct it; and the selectmen of the town in which the same is located shall appraise the value thereof, and the railroad company shall pay the amount so awarded by the selectmen to the person so aggrieved. But no railroad company shall be required to build its fence while the ground is frozen.

SEC. 3411. The provisions requiring a railroad corporation to construct and maintain fences shall not apply to a case where the corporation has settled with and paid the land owner for building and maintaining such fence. If a person thus paid for keeping such fence in repair neglects so to do the corporation may make the repairs and recover the necessary expense thereof of such person or his grantee.

SEC. 3412. Until its fences and cattle-guards are duly made, the corporation and its agents shall be liable for the damages done by its agents or engines to cattle, horses or other animals thereon, if occasioned by want of such fences and cattle-guards; after such fences and guards are made, the corporation shall not be liable for such damages, unless negligently or wilfully done.

SEC. 3413. If a person rides, leads or drives a horse or other animal upon a railroad, and within such fences and guards, other than at road and farm crossings, without the consent of the corporation, he shall forfeit not more than ten dollars to be recovered by the corporation in an action on the case, and shall also pay the damages sustained thereby to the party aggrieved.

SEC. 3414. If a horse or other beast is found going at large within the limits of a railroad after the same is opened for use, the person through whose fault or negligence such horse or other beast is so at large shall forfeit not more than twenty dollars for every horse or other beast so found going at large, and shall be liable for the damages thereby sustained by any person, to be recovered in an action on the case.

SEC. 3415. A person through whose lands a railroad passes, may, after said road is in operation, make complaint in writing, to the commissioners provided for in this chapter, that he is aggrieved by the neglect or default of a railroad company in constructing or maintaining fences, cattle-guards or farm crossings, which the company is bound to construct or maintain; or by its stopping, impeding or altering a watercourse, or by its making or stopping a ditch. The complaint shall require the corporation to appear before the commissioners at a time and place therein appointed, to show cause why the commissioners should not make an order in the premises, and shall be served upon the corporation according to law.

SEC. 3416. Upon the hearing, the commissioners may make an order in writing, requiring the corporation to construct or maintain in good repair such fence, cattle-guard or farm crossing, or to make or alter such watercourse or ditch, or to remove such impediment to the same, within such time as they may fix. But such corporation shall not be required to open a ditch while the ground is frozen, nor to alter the natural course of, or do any act in regard to a watercourse which it is not legally bound to do, nor to comply with such order till ten days after being served with a copy thereof.

SEC. 3417. The corporation failing to comply with such order shall forfeit to the party aggrieved twenty dollars with costs of prosecution, to be recovered in an action on the case, and shall be further liable to him for the damages he sustains in consequence of such failure.

BRIDGES.

SEC. 3418. All railroad bridges in this State shall, when built or rebuilt, be hereafter so constructed as to leave a clear space of not less than three feet between the inner sides of said bridges and the outer sides of all cars passing through the same, and also a clear space of not less than seven feet from the walking-board or top covering of all cars, except hay, charcoal, bark, horse and refrigerator cars and other cars for the transporting of special freights for which a higher class of cars are required, running over or through them, and the lowest timbers, boards or irons in the covering of said bridges.

SEC. 3419. No railroad company shall run cars of its own with ladders or steps to the top of the same on the sides of its cars, but said ladders or steps shall be on the ends or inside of the cars.

SEC. 3420. A railroad corporation not complying with the requirements of the two preceding sections shall forfeit fifty dollars for every day's neglect, and be liable for the damages and injuries to passengers and employes on its roads, resulting from such neglect.

SEC. 3421. Such penalty may be enforced by an action on the case in the name of the State, and the railroad commissioner shall prosecute the same.

MAINTENANCE OF STATIONS.

SEC. 3422. Railroad corporations shall establish and maintain depots or station houses, with suitable accommodations, at such points on their roads as the supreme court for the county where the same are situated, shall, on petition for that purpose, adjudge the public good to require. Such petition shall be signed by ten freeholders, resident in the town where the depot is proposed to be located, and the petitioner shall give satisfactory security to the petitionee for costs of prosecution, as required in writs of summons.

SEC. 3423. No railroad corporation shall abandon a station or depot on its road and owned by said corporation and established for five years, or substantially diminish the accommodation furnished by the stopping of trains at such stations as compared with that furnished at other stations on the same road, except by consent of the supreme court for the county in which the depot is situated, upon petition and hearing, after such notice as said court directs, which hearing may be upon proofs in court, or by reference or commission, under the direction of the court, as it adjudges. Upon granting or refusing such petition, the court may award just costs for or against parties who present or resist such petition.

SEC. 3424. A railroad corporation desiring to remove or discontinue a depot may publish notice of such intention in a newspaper, or two newspapers, if there are so many, printed in the county in which such depot is located, or if no newspaper is printed in such county, in a newspaper or two newspapers, if there are so many, in an adjoining county, three weeks successively, the last publication to be at least thirty days, and not more than sixty days previous to the time of discontinuance or removal as published in such notice; and if no proceeding is commenced within thirty days after the last publication to enjoin such corporation it may discontinue or remove the depot without applying to the court.

SEC. 3425. In case of violation or intended violation of the provisions of the two preceding sections, the state's attorney of the county in which such station or depot is located shall, at the relation of ten legal voters of the town in which said station is located, proceed in equity by petition to enjoin such violation; and the chancellor to whom the petition is presented, either in term time or vacation, shall enforce in a summary manner such provisions and compel obedience thereto.

TOLLS.

SEC. 3426. A railroad corporation may establish, for their sole benefit, a toll upon all passengers and property carried on their railroad at such rates as are determined by the direction of the corporation; and may regulate such conveyance and transportation, the weight of loads, and other things in relation to the use of the road, as the directors determine. But the supreme court may, at a session holden in a county through which the road passes, on the application of ten freeholders of the county, and due notice thereof to the corporation, from time to time, alter or reduce such rates of toll, according to the provisions, if any, contained in the charters of such corporations; but the tolls shall not, without the consent of the corporation, be so reduced as to produce, with all other profits, less than ten per cent per annum.

SEC. 3427. A railroad corporation whose railroad is located in the state, shall not charge a larger sum for freight, merchandise, or passage of passengers thereon for a less distance, to or from a way station on said road, than is charged for a greater distance; and in case of a violation of this provision, the excess so charged may be recovered from said corporation, by the party aggrieved, in an action for money had and received, with full costs.

UNITED STATES MAIL.

SEC. 3428. A railroad corporation shall, when applied to by the postmaster-general, convey the mail of the United States on its road; and if such corporation does not agree with the postmaster-general as to the

compensation therefor, and as to the time, rate, speed and manner of carrying the same, the governor may appoint three commissioners, who, or a majority of them, after twenty days' notice in writing of the time and place of meeting to the corporation, shall fix the prices, terms and conditions aforesaid; but such price shall not be less, for carrying said mails in the regular passenger trains, than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. And if the postmaster-general requires the mail to be carried at other hours, or a higher speed, than the time or speed of the passenger train, the corporation shall furnish an extra train for the mail, and have extra compensation, to be fixed as aforesaid.

REGULATIONS RESPECTING THE RUNNING OF THE ROAD.

SEC. 3429. All railroad passenger trains except mixed trains shall be provided with brakes operated from the engine, by the engineer.

SEC. 3430. If any corporation, receivers or trustees shall run, or cause to be run, a railroad train in violation of the provisions of this act [§§3429, 3430] they shall be punished by a fine of fifty dollars for each offense.

SEC. 3431. A conductor, baggage-master, engineer, brakeman, or other servant of a railroad corporation, employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the name of the corporation by which he is employed. No officer without such badge shall demand or be entitled to receive, from any passenger, any fare, toll or ticket or interfere with a passenger, his baggage or property or exercise any of the powers of his office.

SEC. 3432. Baggage masters and station agents on railroads shall give checks when requested to do so, to the owners of baggage when delivered to them for transportation from station to station; and said checks shall be returned to the baggage master or station agent when he delivers the baggage to the owner; and a railroad corporation whose officers or servants do not comply with the requirements of this section, shall forfeit to the state ten dollars, and shall also be liable for damages which accrue in consequence thereof.

SEC. 3433. In forming a passenger train of more than one passenger car, no loaded and not more than two empty baggage, freight, merchandise or lumber cars shall be placed in the rear of passenger cars; and if they are so placed, and an accident happens to life or limb, the officer or agent who so directed, or knowingly suffered such arrangement, and

the conductor and engineer of the train, shall each and all be held guilty of intentionally causing the injury, and be punished accordingly.

SEC. 3434. If a passenger refuses to pay his fare or toll or is disorderly, or drunk, or refuses to comply with the reasonable regulations of the corporation for the government of passengers, the conductor of the train and the servants of the corporation may put him out of the cars at or near a station, or upon any part of the railroad near to or in sight of a dwelling house, causing the train to be stopped for that purpose.

SEC. 3435. A person entering as a passenger upon a railroad train and refusing to pay his fare shall be fined not less than two nor more than twenty dollars.

SEC. 3436. If a conductor, engineer, or other person having the control of an engine or train of cars, runs such engine or train of cars, or allows the same to be run, upon a section of a railroad, upon the time designated for any other engine or train of cars to run upon such section in an opposite direction, without notice from the conductor, engineer, or other person having control of the last-mentioned engine or train of cars, authorizing him so to run, such conductor, engineer, or other person so offending, shall be fined not more than one thousand dollars, nor less than one hundred dollars, or imprisoned in the state prison not more than five years, and if the death of a person thereby ensues the person so offending shall be guilty of manslaughter and punished accordingly.

SEC. 3437. Every railroad company shall keep a printed copy of the preceding section hung or posted up on every engine and in every passenger and freight depot belonging to the company; and for every ten days' neglect to comply with this requisition shall forfeit two hundred dollars.

SEC. 3438. No locomotive engine or other power shall run upon a railroad, except such as belong to and are controlled by the corporation owning and managing the road, unless by the consent of said corporation. An engineer or other person violating the provisions of this section shall be liable to the corporation for the damages thereby sustained, and shall be fined not more than five hundred dollars; and if a collision of trains results from the violation of this section, whereby a person is killed, such engineer or other person shall be guilty of manslaughter. But this section shall not be enforced when it conflicts with the charter of a railroad company organized under the laws of this state.

SEC. 3439. If a person having the control of a detached engine, or an engine with a passenger train of cars attached, runs such engine or such passenger train of cars into or through a passenger depot at a speed exceeding four miles an hour, he shall be fined ten dollars.

SEC. 3440. If a railroad company employs or retains in its service a conductor, engineer, brakeman, or switchman, who uses intoxicating liquors as a beverage, such fact being known to the president, superintendent, or any one of the directors of such road, such corporation shall forfeit not less than three hundred, nor more than three thousand dollars, with costs of prosecution; and shall also be liable for the damages which a person sustains by the employment or retention of such conductor, engineer, brakeman, or switchman.

SEC. 3441. If a person, while in charge of a locomotive engine running upon the railroad of a corporation, or while acting as the conductor of a car, or train of cars, on such railroad, is intoxicated, he shall be fined not more than five hundred dollars, or imprisoned in the state prison not more than one year.

SEC. 3442. When an engineer, firemen, or other agent of a railroad corporation is guilty of negligence or carelessness, whereby an injury is done to a person or corporation, he shall be punished by imprisonment not more than one year, or by a fine of not more than one thousand dollars. But this section shall not exempt such corporation from an action for damages by a person or corporation sustaining such injury.

SEC. 3443. When the property or person of another is injured through the default of a railroad corporation, its agents or employes, the cars, engines, and other property, which at the time of such injury are subject to use in the running and management of said road, and which have at any time been owned by said corporation, shall be held to be the property of the corporation, for the purpose of furnishing indemnity for such injury, and may be attached and levied upon as such at the suit of the party injured.

SEC. 3444. When a building or other property is injured by fire communicated by a locomotive engine of a railroad corporation, such corporation shall be responsible in damages for such injury, unless it shows that it has used due caution and diligence and employed suitable expedients to prevent such injury; and a railroad corporation shall have an insurable interest in such property along its route, and may procure insurance thereon in its own name and behalf.

SEC. 3445. A person who wilfully does or causes to be done an act whereby a building, fence, construction, or work of a railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, is stopped, obstructed, injured or destroyed,

shall forfeit to the corporation double the amount of damages sustained by such offense.

RAILROAD POLICE.

SEC. 3446. The selectmen of a town may, upon petition of a company or persons owning, managing or using a railroad, appoint such employees of such company or persons as such company or persons designate to act as policemen in and upon the premises and cars owned, managed or used by such company or persons, and they shall issue to persons so appointed commissions to act as such policemen, and copies of such commissions shall be certified by such selectmen, and filed by such railroad company or persons in the office of the Secretary of State, and the filing of such copies shall constitute the persons named therein policemen within the state.

SEC. 3447. Such policemen shall hold their offices during the pleasure of the selectmen by whom they are appointed; and when such company or persons do not require the services of a railroad policeman appointed on their petition, they may file a notice to that effect in the office of the Secretary of State and thereupon the powers of said officers shall cease.

SEC. 3448. Such policemen, except passenger conductors, shall, when on duty, except as detectives, wear a metallic badge in plain view with the words "railroad police," and the name or initials of the corporation for which they are appointed, inscribed thereon.

SEC. 3449. Such policemen may arrest without previous complaint or warrant persons found intoxicated, or guilty of profane swearing, vagrancy, breaches of the peace, assaults or other offenses against the laws, when such offenses are committed in or upon the premises and cars owned, managed or used by the company or persons, upon whose petition they are appointed; and such offenders shall be taken in the act or on the speedy information of others, and upon the complaint of such policemen shall be punished as provided by law. But if a person commits an offense against the laws upon the railroad cars when in motion, such offenders may be conveyed to and tried for such offense in any town on the line of the railroad owned, managed or used by such company or persons, not more than twenty miles from the place where such offense is committed.

SEC. 3450. The compensation of railroad police shall be paid by the companies or persons upon whose petition they are appointed; and such companies or persons shall be liable to parties aggrieved by official misconduct of such railroad police to the same extent as they now are for the torts of agents and servants in their employ.

SEC. 3451. A person without right loitering or remaining in a station house of a railroad company, or upon the platform or grounds adjacent thereto, after being requested to leave by a railroad policeman, shall be fined not less than two nor more than twenty dollars.

SEC. 3452. A minor boarding a railroad train on its arrival or departure, or the making up of railroad trains at a station, or loitering about a yard or station on the property of a railroad company, without permission, shall be fined not less than one dollar and costs and not more than five dollars and costs, or imprisoned not less than five days nor more than thirty days; and station agents or yard masters, or any officer authorized to make arrests shall arrest such minor and bring him before a justice in the town where the offense is committed, who may enforce such provisions.

CHAPTER 158.

TRUSTEES AND PROCEEDINGS AFTER FORECLOSURE;
[RECEIVERS OF CONSOLIDATED RAILROADS].

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DUTIES OF TRUSTEES.

SEC. 3453. The trustees so long as they continue in possession of a railroad under a mortgage, shall call a meeting of the bondholders or creditors for the security of whose claims they hold such property in trust, at some convenient place on or near the line of such road, in the month of January in each year, by giving notice of such meeting at least twenty days previous thereto, in two or more daily papers, published in each of the cities of Boston and New York, and in at least one paper, if there is one, published in each county through which said road is located; and at such meeting said trustees shall submit a report of the earnings of, and the expenditures upon and for, the trust property

and estate for the year preceding the first of such January, and also of their business and proceedings, according to the usual custom of railroad directors to the stockholders.

REMOVAL OF TRUSTEE.

SEC. 3454. When five or more owners or holders of notes, bonds or obligations secured by railroad mortgage, to an amount of not less than fifty thousand dollars, deem a trustee of such mortgage an unsuitable person to administer such trust, they may apply by petition to any chancellor for the removal of such trustee, and shall set forth in a general manner the reason for such removal. The court shall thereupon appoint some short day for hearing the petition and shall give due notice thereof to the trustee of the mortgage and to other persons interested. Notice of the application, and of the time and place of hearing shall be given to all persons interested who reside out of the state by publication in one or more daily newspapers published in Boston and New York.

SEC. 3455. Upon the hearing, the petitioners and trustees, and other witnesses may be examined orally before the chancellor; or the chancellor may, in his discretion, appoint a special master to take the testimony, and report the same to the court. The witnesses shall be examined as to the alleged breaches of trust, or neglect, or omissions of duty; as to the fitness and competency of the trustee; as to his holding other offices, or having interests of a public or private nature, inconsistent with the interests of the *cestui que trust* or interfering with the prompt and impartial discharge of the duties of such trusts; and as to the circumstances or conduct of the trustee which render it improper for the interests of the trust to continue him in office.

SEC. 3456. If, upon the hearing, the chancellor finds that such trustee ought to be removed, he shall decree his removal, shall appoint a new trustee, and shall make such orders and decrees as to the transfer and conveyance of the trust property to the new trustee, as to ascertaining the debts and liabilities of the old trustee, and the payment of the same, as to the future management of the trust and the account thereon, and as to other matters connected with the trust, as the exigencies of the case, the protection of the old trustee, and the security and welfare of the trust fund require.

SEC. 3457. Either party may within twenty days after said order appeal to the supreme court; in which case the application and proceedings therein, and the minutes of the chancellor as to the testimony taken before him, or the testimony taken by the special master, shall pass to the supreme court. Upon an examination of the papers and the testimony, the supreme court may, upon application and notice thereof, order the taking of further testimony, and may affirm or reverse the order of the chancellor, and may proceed therein as justice and equity require.

SEC. 3458. When an appeal is taken by the trustee, the chancellor may require that the appellant execute a bond in such sum as he directs, with sufficient sureties, who shall be residents of the state, conditioned for the safe keeping and management of the trust property during the pendency of the appeal.

SEC. 3459. If the chancellor orders the trustee to be removed and the order is appealed from and is confirmed by the supreme court, the cause shall be remanded to the court of chancery for final decree; and in such case or in case no appeal is taken the chancellor may order the new trustee, before entering upon the duties of his office, to file with the clerk of the court a bond in such sum as the chancellor thinks proper, with at least two sufficient sureties resident in the state, to be approved by the chancellor on notice and hearing, with such conditions as the chancellor requires to protect the rights of parties affected by such order.

SERVICE OF PROCESS ON NON-RESIDENT TRUSTEES OR LESSEES.

SEC. 3460. The trustees under an assignment, mortgage, or other transfer, executed by a railroad company, and the lessees of the railroad company not resident in the state, who hold possession of the property of such railroad company, or manage the running of its road, under such assignment, mortgage, lease, or other transfer, shall, if they reside without the state, appoint one person resident in the state, upon whom service of process may be made; and shall, in the month of January in each year, file in the office of the clerk of the county court in each county through which the road passes, a certificate signed by such trustees or lessees, designating the name and residence of the person thus appointed; and service of process upon the person so appointed shall be a legal service on such trustees or lessees; and if the trustees or lessees do not appoint such agent, and file such certificate, the leaving with a station agent, or depot master, in the employment of such trustees or lessees, of a copy of process against such trustees or lessees by an officer, shall be legal service of such process upon such trustees or lessees.

REORGANIZATION AFTER FORECLOSURE.

SEC. 3461. Where a mortgage of a railroad or part thereof, made by a railroad company, to secure the payment of bonds, is foreclosed, and the legal title to the mortgaged premises vested in the mortgagees, persons holding a majority in amount of the principal of the bonds so secured, may form themselves into a corporation for the purpose of owning or maintaining and operating such railroad, or part thereof, for public use, in the conveyance of persons and property.

SEC. 3462. Such persons may make, subscribe and file articles of association, in which shall be set forth a brief statement of the making and foreclosure of the mortgage under which they have become interested in such railroad; the amount of bonds which were owing upon and secured by the mortgage; the name of the corporation to be formed; the amount of its capital stock, which shall not exceed the amount of principal and interest of said bonds and twenty-five per cent on the same in addition thereto, and the number of shares, each of which shall be fifty dollars, into which the capital stock is divided; the number of directors by whom the corporation is to be managed; and the names of the persons who are to be directors for the first year, and until others are chosen in their places, a majority of whom shall be residents of the state.

SEC. 3463. Each subscriber to such articles shall state in his subscription the number of shares which he agrees to take, and the amount of bonds held by him and secured by such mortgage which he intends to surrender in payment or part payment of his subscription. Such subscription may be made by the holder in person, or by his attorney or agent, and three of the persons named in said articles as directors may be inspectors of such subscriptions. The production of a bond shall be evidence of the right of the person holding the same to subscribe to said articles.

SEC. 3464. No subscription shall be made for a fractional part of a share; but when a holder of bonds would otherwise be entitled to subscribe for a fractional part of a share, he may subscribe for a full share and pay the excess in cash.

SEC. 3465. Such articles of association shall be filed in the office of the Secretary of State, and a copy thereof filed and recorded in the offices of the clerks of the counties through which the railroad passes. But the articles shall not be so filed until the amount of bonds, to be surrendered by the subscribers thereto for that purpose, shall be at least a majority in amount of the principal of the bonds secured by the mortgage referred to in such articles; nor until there is indorsed thereon, or annexed thereto, an affidavit made by at least three of the directors named in the articles, that they have examined the list of subscribers, and that they believe the said subscribers to be the holders or representatives of the amount of bonds therein stated, and intend to comply with the terms of their subscription.

SEC. 3466. A notice of the formation of such corporation, and the filing of the articles, shall be published once a week for three successive weeks in a newspaper, if there is one, published in each of said counties, and for six successive days in two or more dailies published in each of the cities of New York and Boston.

SEC. 3467. A holder of a bond secured by such mortgage may, within thirty days after the last publication of such notices, either in person or by attorney or agent, subscribe the articles of association, or a copy thereof, for an amount of stock equal to the amount of bonds held by him, which he intends to surrender to the directors of said new company, in payment or in part-payment of his subscription.

SEC. 3468. A copy of articles of association, filed and recorded in pursuance of this chapter, or of the record in the offices of the county clerks, and certified to be a copy by the Secretary of State, or by the clerk of either of the counties in which it is directed to be filed, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

SEC. 3469. If a holder of bonds, secured by the mortgage referred to in such articles of association, does not subscribe the articles and become a stockholder in the company, the court of chancery may, upon the application of such holder, direct the estate, title, and interest of such holder to be assigned to said company, and such company shall pay such sum of money, at such times and in such manner, to the other party, as commissioners appointed by the court judge just and equitable; and if said holder is not satisfied with such appraisal, the court shall order the commissioners to sell such estate at public or private sale, agreeably to the order of the court, and execute a conveyance to the purchaser thereof, as provided in case of the partition of real estate.

SEC. 3470. A company formed under this chapter shall, from the time its articles of association are filed, be a corporation, vested with the powers, rights, privileges, and franchises for maintaining and operating its railroad, which were vested in the corporation mortgaging it, and shall be subject to like duties and liabilities, and to future legislation.

SEC. 3471. Such corporation may at once take possession of and maintain and operate said railroad, subject to existing rights of other parties, and may by purchase or otherwise, obtain the title and ownership, or the use and benefit of the whole estate; and satisfy the undivided interests or claims of other parties interested; and until the interests of such other parties are vested in such new corporation, said corporation shall be the trustee thereof, and shall be accountable therefor as tenants in common.

SEC. 3472. Such corporation, at a meeting of the stockholders called for that purpose, may increase its capital stock to an amount not exceeding double the amount of principal and interest of the bonds foreclosed and designated in the articles of association.

SEC. 3473. If the trustees of the mortgagees have foreclosed and leased the road prior to the organization of such corporation by the bondholders, the lessees shall pay the rent that accrues after such organization to the treasurer of said corporation.

SEC. 3474. Such corporation shall keep safely and have the custody of the records, title-deeds and archives of the corporation previously owning and mortgaging such railroad; and the clerk of such new corporation shall be the certifying officer of any matter or document relating to said former corporation.

SEC. 3475. In case of neglect or failure to organize a new corporation under the provisions of this chapter, when a mortgage has been foreclosed, or if the railroad on which the mortgage exists is sold or assigned by an order, decree or judgment of a court, the purchasers or grantees who acquire title to the same in the manner prescribed by law shall have the rights, powers and privileges granted in this chapter to a majority of the bondholders, and be subject to like duties; and may associate with them other persons, and may make, sign and file articles of association as before prescribed in this chapter, and shall thereupon be a corporation with the powers, privileges and franchises granted to and be subject to the duties imposed upon railroad corporations.

RIGHT OF BONDHOLDER TO REDEEM AFTER SALE.

SEC. 3476. When a sale is made of a railroad and franchises, either with or without other property, under a railroad mortgage or power of sale thereof, for the security of a debt of a railroad company, or when such sale is made under the order of a court, any creditors of such road, under such mortgage, may within three months after such sale pay into the court of chancery making such order of sale, or if no order of sale has been made, into the court of chancery in some county through which such road is located, for the use of the purchaser at such sale, a sum bearing the same proportion to the price paid by the purchaser, with twelve per cent interest thereon from the time of the sale, that the debt so held by such creditor under the mortgage bears to the whole amount of debt outstanding under the mortgage; whereupon the creditors shall have a legal and equitable interest in the property so sold in common with such purchaser in the proportions aforesaid; and in such cases the court of chancery may in summary manner adjust the rights of the parties, and grant such relief as the nature of the case requires.

IN CASE OF TWO MORTGAGES.

SEC. 3477. Where two or more mortgages on undivided portions of a railroad or part thereof, made by a railroad company to secure the payment of bonds, are foreclosed, and the legal title to the mortgaged

premises vested in the mortgagees, according to their respective interests, the holders of a majority of the bonds under each of said mortgages may form themselves into a corporation for the purpose of owning or maintaining and operating such railroad or part thereof for public use in the conveyance of persons and property, upon such conditions in regard to their respective interests as they may agree upon, and substantially in the manner provided in this chapter, so far as the same is applicable to such case; and holders of bonds under either of said mortgages, who do not join in such arrangement and become parties thereto, shall have the rights and remedies provided in this chapter, or otherwise in law or equity. Such new corporation shall have the rights and be required to perform the duties of a corporation, as if formed by bondholders under a single mortgage.

SEC. 3478. If a railroad and property connected therewith are sold upon a mortgage or deed of trust, given to secure notes or bonds issued by a railroad company, either by virtue of a power of sale contained in such mortgage or deed of trust, or by an order or decree of the court of chancery, and said railroad and property are encumbered by a prior mortgage or deed of trust, the same shall be sold subject to such prior encumbrance; and the purchasers shall have the same powers to organize a new corporation and be entitled to the privileges, and the bondholders to the rights provided in this chapter.

SEC. 3479. Such new corporation, when duly organized, may issue preferred stock to provide means to settle and discharge such prior encumbrance, and each share of the capital stock shall entitle the holder to one vote. But nothing in this and the preceding section shall affect any proceedings which may at the time of such sale, as provided in such mortgage or deed of trust, be pending to enforce the provisions or provide for the foreclosure of such prior mortgage or deed of trust, or to require new parties thereto; but persons claiming through such sale shall be bound by such proceedings to the same effect as the parties thereto.

[RECEIVER APPOINTED IN ANOTHER STATE.]

SEC. 3480. Whenever any railroad corporation created by the laws of another adjoining state, by consolidation, purchase or otherwise, shall have acquired railroad property in this state, with all its rights and franchises, thereby becoming a portion of its operated line; and if for any reason a receiver of such road and property shall have been appointed by a board of competent jurisdiction of the state in which such road was incorporated, and the receiver so appointed shall have duly filed his bonds and the order of his appointment, as required by the laws of such state, and shall have entered into actual possession of that portion of railroad in such state and shall operate the same under the